991-2/v.5

SUMMARY of CORRECTIONS

PUBS

AUGUST 1991 – VOLUME 5

WORLD AND OCEAN BASIN CHARTS, U.S. COAST PILOTS, SAILING DIRECTIONS, FLEET GUIDES AND OTHER PUBLICATIONS

CORRECTIONS FROM N.M. NO. 27 (5 JULY 1975)
THROUGH N.M. NO. 35 (31 AUGUST 1991)

PUBLISHED BY THE DEFENSE MAPPING AGENCY
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Summary of Corrections Vol. 5

This Volume contains corrections published in Notice to Mariners Nos. 27 (5 July 1975) through 35 (31 August 1991) for the World and Ocean Basin Charts, Coast Pilots, Sailing Directions, Fleet Guides and miscellaneous publications. Corrections issued prior to the edition date of a chart are not included. Charts listed as canceled in a previous Volume are not repeated. New editions are correct as of the date of the Notice to Mariners they are announced in, providing any additional corrective information contained in that Notice is applied. Chart corrections are arranged in numerical ascending sequence.

Paste-on corrections such as chartlets, depth tabulations, and chart notes will be found in the back of the World and Ocean Basin Chart Section arranged by chart number in numerical ascending sequence. In cases where paste-on corrections supersede previously issued items, only the latest effective item will be included.

The Notice to Mariners must still be referred to for corrections subsequent to the date of this Volume.

The Summary of Corrections is divided into five volumes, each published semi-annually. Four of these volumes are regional in coverage. The fifth volume contains corrections for the world and ocean basin charts, U.S. Coast Pilots and Sailing Directions for the world.

Volume 1—East Coast of North and South America (Subregions 11 thru 15 and 23 thru 28).

Volume 2—Eastern Atlantic and Arctic Oceans, including the Mediterranean Sea (Regions 3, 4 and 5).

Volume 3—Eastern Pacific, Antarctica, Indian Ocean and Australasia (Subregions 16 thru 19, 21, 22, 29, Regions 6 and 7)

Volume 4—Western Pacific (Regions 8 and 9).

Volume 5—World and Ocean Basin Charts, U.S. Coast Pilots, Sailing Directions, Fleet Guides and miscellaneous publications.

(This Volume supersedes previous Vol. 5 summaries.)

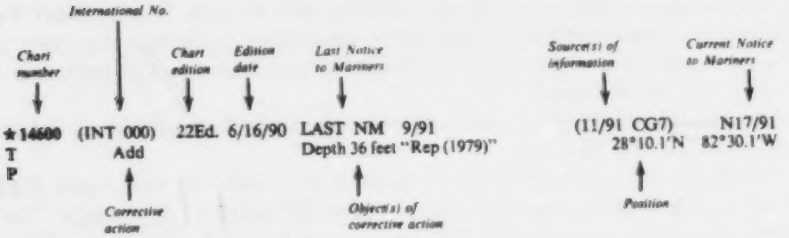
*Miscellaneous Publications which do not have numerical designations are listed alphabetically after the numbered publications.

EXPLANATION OF FORMAT

The weekly Notice to Mariners presents corrective information affecting charts as well as Coast Pilots, Sailing Directions, Fleet Guides, Catalogs of Nautical Charts, light lists (USCG and DMAHTC), Radio Navigational Aids and such other publications as may from time to time require updating.

Corrective information affecting charts is contained in Section I where chart corrections are listed numerically by chart number, beginning with the lowest and progressing through all charts affected. Each correction pertains to a particular chart and to that chart only. Related charts, if any, have their own corrections which in turn pertain to a single chart only.

The following examples explain the individual elements of a typical correction:



A chart number preceded by (a) a star (★) indicates correction based upon original U.S. source information (when more than one chart is affected, only the prime chart—usually of the largest scale—is starred); (b) the letter (T) indicates all corrective information is temporary in nature; (c) the letter (P) indicates all corrective information is preliminary in nature.

The letter (M) immediately following the chart number indicates that the correction should be applied to the metric side of the chart only. The letter (M) is not a part of the chart number.

The letter (N) preceding the current Notice to Mariners number indicates a Distribution Limited (Not For Sale) chart (or publication) that is usually for U.S. Navy, government-owned or -chertered ships' use only.

Courses and bearings are given in degrees clockwise from 000° true. Bearings of light sectors are toward the light.

The visibility (range) of lights is usually the distance at which the light can be seen in clear weather. It is expressed either in nautical miles (M, occasionally NM) or in statute miles (St M). The nominal range is given for lights maintained by the U.S. Coast Guard. Visibilities (ranges) for non-U.S. lights are commonly values received from foreign sources.

★1	9Ed. 1/90		NEW EDITION	(NOS) 14/90
★1	9Ed. 1/90 LAST NM 14/90			(DMAHTC) 38/90
	Change		Text, describing landmarks, from back of Section I to page 5	
★1	9Ed. 1/90 LAST NM 38/90			(NOS) 4/91
	Substitute		Text, describing Landmarks, from back of Section I for text on page 5 (Supersedes 38/90-1)	

★10	(INT 10)	1Ed. 9/22/84	NEW CHART	(DMAHTC; 15(943)84 Taunton; BA RA) 47/84
	Delete		R Bn (AERO) from light	63°24′N 20°16′W
	Relocate		R Bn close N to	63°59′N 22°44′W
★10	(INT 10)	1Ed. 9/22/84 LAST NM 47/84		(HNNM7551/85) 37/85
	Add		Depth 356 meters	76°10.0′N 8°37.0′W
10	(INT 10)	1Ed. 9/22/84 LAST NM 37/85		(2/86 Edinburgh; 1(35, 36)86 Taunton) 12/86
	Delete		Depth 18 meters	75°14′N 18°45′E
	Add		Depth 16 meters	75°11.5′N 18°46.0′E
			Light star and flare symbol	60°07.0′N 2°04.0′W
			Delete 82 meters	63°39.0′N 16°58.0′W
10	(INT 10)	1Ed. 9/22/84 LAST NM 12/86		(2(122)86 Taunton) 13/86
	Add		Legend "Local Magnetic Anomaly Rep"	59°56′N 3°16′W
10	(INT 10)	1Ed. 9/22/84 LAST NM 13/86		(BA RA) 14/86
	Delete		Consol stations	69°08′N 15°53′E
				70°59′N 8°30′W
			Legend "CONSOL Bn"	74°29′N 19°00′E
10	(INT 10)	1Ed. 9/22/84 LAST NM 14/86		(1(35)86 Taunton) 18/86
	Add		Depth 82 meters (See 12/86-10)	63°39.0′N 16°58.0′W
10	(INT 10)	1Ed. 9/22/84 LAST NM 18/86		(9(724)86 Stavanger) 27/86
	Delete		R Bn at light	69°16′N 16°03′E
10	(INT 10)	1Ed. 9/22/84 LAST NM 27/86		(11(827)86 Stavanger) 30/86
	Delete		R Bn at light	63°15′N 7°35′E
10	(INT 10)	1Ed. 9/22/84 LAST NM 30/86		(MCNM0100/88) 32/88
	Add		Depth 90 meters "Rep (1988)"	53°59′N 13°10′W
10	(INT 10)	1Ed. 9/22/84 LAST NM 32/88		(BA RA) 47/88
	Delete		R Bn (AERO)	72°14′N 23°55′W
10	(INT 10)	1Ed. 9/22/84 LAST NM 47/88		(BA RA) 18/89
	Delete		R Bn at light	56°11′N 2°33′W
10	(INT 10)	1Ed. 9/22/84 LAST NM 18/89		(20(1536)89 Taunton) 28/89
	Add		Depth 292 meters	55°08′N 34°55′W
10	(INT 10)	1Ed. 9/22/84 LAST NM 28/89		(MCNM7551/85) 35/89
	Add		Depth 70 meters	59°33′N 28°10′W
10	(INT 10)	1Ed. 9/22/84 LAST NM 35/89		(30(5579)89 Leningrad) 39/89
	Delete		Consol station	68°39′N 43°25′E
10	(INT 10)	1Ed. 9/22/84 LAST NM 39/89		(32(5982)89 Leningrad) 41/89
	Add		Depth 60 meters Obstr	70°33′N 41°21′E
10	(INT 10)	1Ed. 9/22/84 LAST NM 41/89		(MCNM1021/90) 38/90
	Add		Depth 73 meters	70°34′N 34°21′E
10	(INT 10)	1Ed 9/22/84 LAST NM 38/90		(MCNM1021/90) 45/90
	Delete		Depth 70 meters	59°33′N 28°10′W

★11	(INT 11)	1Ed. 8/12/89	NEW EDITION	(DMAHTC) 47/89
	Add		Depth 96 meters (Previously published 34/89)	38°45′N 30°01′W
	Add		Depth 70 meters (Previously published 35/89)	59°33′N 28°10′W

11	(INT 11)	1Ed. 8/12/89 LAST NM 47/89		(MCNM1123/89) 51/89
	Add	Chartlet, depicting changes in index to next larger scale charts, from back of Section I		55°00'N 70°00'W
11	(INT 11)	1Ed. 8/12/89 LAST NM 51/89		(MCNM1021/90) 45/90
	Delete	Depth 70 meters (See 47/89-11)		59°33'N 28°10'W
11	(INT 11)	1Ed. 8/12/89 LAST NM 45/90		(MCNM0100/88) 16/91
	Add	Depth 90 meters "Rep (1988)"		53°59'N 13°10'W
★12	(INT 12)	1Ed. 9/25/82	NEW CHART	(DMAHTC) 47/82
12	(INT 12)	1Ed. 9/25/82 LAST NM 47/82		(BA LL) 51/82
	Add	Legend "Rep exting (1982?)" to light		13°30'N 16°40'W
12	(INT 12)	1Ed. 9/25/82 LAST NM 51/82		(45(2732)82 Taunton) 3/83
	Add	Depth 542 meters		31°00'N 12°36'W
12	(INT 12)	1Ed. 9/25/82 LAST NM 3/83		(47(2888)82 Taunton) 8/83
	Delete	Depth 380 meters		38°20'N 30°00'W
	Add	Depths 104 meters		38°20'N 30°06'W
		137 meters		38°45'N 29°08'W
12	(INT 12)	1Ed. 9/25/82 LAST NM 8/83		(NVS6875/83) 12/83
	Delete	Depths 22 meters "Rep (1979)" (PA)		18°30.0'N 63°08.0'W
		18 meters		16°30.0'N 87°35.0'W
	Substitute	Depth 51 meters for 5 meters		14°10.0'N 79°55.0'W
12	(INT 12)	1Ed. 9/25/82 LAST NM 12/83		(NVS/C0001/83) 17/83
	Add	Danger circle "Unexploded Ordnance Rep (1983)"		29°37.5'N 79°44.6'W
12	(INT 12)	1Ed. 9/25/82 LAST NM 17/83		(23/83 CG5) 29/83
	Relocate	R Bn close NW to		34°41.9'N 76°41.0'W
12	(INT 12)	1Ed. 9/25/82 LAST NM 29/83		(NVS6978/83) 31/83
	Substitute	Depth 48 meters for 18 meters		3°26'S 35°03'W
12	(INT 12)	1Ed. 9/25/82 LAST NM 31/83		(NVS7066, 7072/83) 44/83
	Delete	Depths 139 meters		16°20'N 78°40'W
		16 meters		17°10'N 79°23'W
	Add	Depths 586 meters		20°32'N 70°27'W
		408 meters "Rep (1983)" (ED)		16°50'N 79°17'W
		264 meters "Rep (1983)" (ED)		17°01'N 79°32'W
		Legend "(PA)" to depth 532 meters "Rep (1982)"		16°00'N 78°25'W
12	(INT 12)	1Ed. 9/25/82 LAST NM 44/83		(NVS7173/84; 22(202)83 Rio de Janeiro) 6/84
	Add	Depths 284 meters "Rep (1983)"		11°16'N 82°50'W
		29 meters "Rep (1983)"		3°53'N 48°55'W
12	(INT 12)	1Ed. 9/25/82 LAST NM 6/84		(NVS7214/84) 13/84
	Add	Depths 176 meters "Rep (1983)" (PA)		11°31'N 80°06'W
		163 meters "Rep (1983)" (PA)		13°47'N 79°04'W
12	(INT 12)	1Ed. 9/25/82 LAST NM 13/84		(NVS7214/84) 15/84
	Add	Depths 503 meters "Rep (1983)" (PA)		14°11.8'N 78°04.0'W
		370 meters "Rep (1983)" (PA)		14°43.4'N 77°48.3'W
		446 meters "Rep (1983)" (PA)		14°55.6'N 77°45.4'W
		362 meters "Rep (1983)" (PA)		17°36.0'N 79°53.7'W
		261 meters "Rep (1983)" (PA)		12°24.1'N 79°39.0'W
12	(INT 12)	1Ed. 9/25/82 LAST NM 15/84		(NVS7226/84; 10(605)84 Taunton) 17/84
	Add	Depths 346 meters		36°26'N 33°51'W
		282 meters "Rep (1983)" (PA)		13°48'N 81°15'W
		392 meters "Rep (1983)" (PA)		12°47'N 82°18'W
12	(INT 12)	1Ed. 9/25/82 LAST NM 17/84		(NVS7266/84) 23/84
	Delete	Depth 256 meters		8°21'S 16°52'W
	Add	Depth 256 meters		8°28.8'S 17°04.6'W

12 (INT 12)	1Ed. 9/25/82 LAST NM 23/84		(HNNM7507/85) 31/85
Add	Depth 16 meters		15°20′N 80°15′W
12 (INT 12)	1Ed. 9/25/82 LAST NM 31/85		(31(2038)85 Taunton) 38/85
Delete	Depths 278 meters		37°07′N 31°23′W
	1470 meters		37°29′N 26°27′W
Add	Depths 512 meters		39°07′N 27°39′W
	309 meters		38°44′N 26°32′W
	446 meters		38°10′N 26°02′W
	503 meters		37°45′N 26°18′W
	533 meters		37°26′N 26°27′W
	235 meters		37°08′N 31°24′W
12 (INT 12)	1Ed. 9/25/82 LAST NM 38/85		(34(11)85 Brest) 42/85
Delete	Depth 476 meters		33°13′N 29°31′W
Add	Depth 360 meters		33°13′N 29°52′W
12 (INT 12)	1Ed. 9/25/82 LAST NM 42/85		(HNNM7601/85; NVS6056/80) 46/85
Delete	Depth 60 meters		16°34′N 61°54′W
Change	Legend "PA" to "ED"		17°40′N 63°50′W
12 (INT 12)	1Ed. 9/25/82 LAST NM 46/85		(17(1277)86 Taunton) 27/86
Delete	Depth 478 meters		9°20′N 21°19′W
Add	Depth 215 meters "Rep (1986)"		9°15′N 21°20′W
12 (INT 12)	1Ed. 9/25/82 LAST NM 27/86		(MCNM7802/86) 37/86
Add	Depth 157 meters		36°50′N 7°28′W
12 (INT 12)	1Ed. 9/25/82 LAST NM 37/86		(39(51)86 Brest) 47/86
Add	Depth 1200 meters		20°25′N 53°28′W
12 (INT 12)	1Ed. 9/25/82 LAST NM 47/86		(16(32)87 Brest) 25/87
Substitute	Depth 247 meters "Rep" for		
	254 meters "Rep (1977)"		25°22′N 19°28′W
Add	Depth 164 meters "Rep"		25°20′N 19°20′W
12 (INT 12)	1Ed. 9/25/82 LAST NM 25/87		(6(81)87 Brest) 35/87
Delete	Depth 31 meters		14°10′N 60°48′W
12 (INT 12)	1Ed. 9/25/82 LAST NM 35/87		(53(61)87 Brest) 26/88
Add	Legend "(ED)" to depth 78 meters		6°30′N 52°16′W
12 (INT 12)	1Ed. 9/25/82 LAST NM 26/88		(MCNM8078/88) 43/88
Substitute	Depth 24 meters for 28 meters		17°12′N 75°24′W
12 (INT 12)	1Ed. 9/25/82 LAST NM 43/88		(MCNM8169/88) 48/88
Delete	Depths 7 meters		18°31′N 84°12′W
	24 meters		18°40′N 83°21′W
Add	Depths 15 meters		18°21′N 84°19′W
	28 meters		18°49′N 83°15′W
12 (INT 12)	1Ed. 9/25/82 LAST NM 48/88		(MCNM7551/85) 34/89
Add	Depth 96 meters		38°45′N 30°01′W
12 (INT 12)	1Ed. 9/25/82 LAST NM 34/89		(MCNM1102/89) 38/89
Add	Depth 16 meters		21°50′N 76°19′W
12 (INT 12)	1Ed. 9/25/82 LAST NM 38/89		(RS004188, 004196/74) 51/89
Delete	Depths 327 meters		31°23′N 13°19′W
	44 meters		30°00′N 13°01′W
Substitute	Depths 155 meters for 157 meters		30°00′N 12°42′W
	77 meters for 86 meters		31°10′N 13°37′W
Add	Depth 228 meters		31°39′N 13°07′W
12 (INT 12)	1Ed. 9/25/82 LAST NM 51/89		(25(58)89 Brest) 23/90
Add	Depth 18 meters		18°47′N 83°14′W
12 (INT 12)	1Ed. 9/25/82 LAST NM 23/90		(MCNM1032/90) 28/90
Delete	Depth 143 meters		
	and enclosing depth contour		7°46.0′N 56°49.0′W

12	(INT 12) Delete	1Ed. 9/25/82 LAST NM 28/90 Depth 9 meters "Rep (1980)" (PA)	(27(1940)90 Taunton) 39/90 3°58'S 35°50'W
★13	(INT 13)	1Ed. 9/25/82 NEW CHART	(DMAHTC) 47/82
13	(INT 13) Add	1Ed. 9/25/82 LAST NM 47/82 Depth 104 meters	(47(2888)82 Taunton) 8/83 38°20'N 30°06'W
13	(INT 13) Delete	1Ed. 9/25/82 LAST NM 8/83 Depth 22 meters "Rep (1979)" (PA)	(NVS6875/83) 12/83 18°30.0'N 63°08.0'W
	Substitute	Depth 51 meters for 5 meters	14°10.0'N 79°55.0'W
13	(INT 13) Add	1Ed. 9/25/82 LAST NM 12/83 Danger circle "Unexploded Ordnance Rep (1983)"	(NVS/C0001/83) 17/83 29°37.5'N 79°44.6'W
13	(INT 13) Relocate	1Ed. 9/25/82 LAST NM 17/83 R Bn close NW to	(23/83 CG5) 29/83 34°41.9'N 76°41.0'W
13	(INT 13) Substitute	1Ed. 9/25/82 LAST NM 29/83 Depth 48 meters for 18 meters	(NVS6978/83) 31/83 3°26'S 35°03'W
13	(INT 13) Add	1Ed. 9/25/82 LAST NM 31/83 Depth 37 meters "Rep (1982)" (PA)	(NVS7009/83) 36/83 45°53'N 47°40'W
13	(INT 13) Delete	1Ed. 9/25/82 LAST NM 36/83 Depths 139 meters 16 meters	(NVS7066, 7072/83) 44/83 16°20'N 78°40'W 17°10'N 79°23'W
	Add	Depths 586 meters 408 meters "Rep (1983)" (ED) 264 meters "Rep (1983)" (ED)	20°32'N 70°27'W 16°50'N 79°17'W 17°01'N 79°32'W
		Legend "(PA)" to depth 532 meters "Rep (1982)"	16°00'N 78°25'W
13	(INT 13) Add	1Ed. 9/25/82 LAST NM 44/83 Depths 284 meters "Rep (1983)" 29 meters "Rep (1983)"	(NVS7173/84; 22(202)83 Rio de Janeiro) 6/84 11°16'N 82°50'W 3°53'N 48°55'W
13	(INT 13) Add	1Ed. 9/25/82 LAST NM 6/84 Depths 176 meters "Rep (1983)" (PA) 163 meters "Rep (1983)" (PA)	(NVS7214/84) 13/84 11°31'N 80°06'W 13°47'N 79°04'W
13	(INT 13) Add	1Ed. 9/25/82 LAST NM 13/84 Depths 503 meters "Rep (1983)" (PA) 370 meters "Rep (1983)" (PA) 446 meters "Rep (1983)" (PA) 362 meters "Rep (1983)" (PA) 261 meters "Rep (1983)" (PA)	(NVS7214/84) 15/84 14°11.8'N 78°04.0'W 14°43.4'N 77°48.3'W 14°55.6'N 77°45.4'W 17°36.0'N 79°53.7'W 12°24.1'N 79°39.0'W
13	(INT 13) Add	1Ed. 9/25/82 LAST NM 15/84 Depths 346 meters 282 meters "Rep (1983)" (PA) 392 meters "Rep (1983)" (PA)	(NVS7226/84; 10(605)84 Taunton) 17/84 36°26'N 33°51'W 13°48'N 81°15'W 12°47'N 82°18'W
13	(INT 13) Delete	1Ed. 9/25/82 LAST NM 17/84 R Bns	(27(601,608,614)84 Ottawa) 42/84 53°31'N 55°45'W 54°28'N 56°56'W 55°13'N 59°08'W
13	(INT 13) Add	1Ed. 9/25/82 LAST NM 42/84 Depth 16 meters (ED)	(HNNM7507/85) 31/85 15°20'N 80°15'W
13	(INT 13) Delete	1Ed. 9/25/82 LAST NM 31/85 Depth 14 meters	(NVS6998/85) 32/85 15°20'N 80°24'W
13	(INT 13) Delete	1Ed. 9/25/82 LAST NM 32/85 Depth 60 meters	(HNNM7601/85; NVS6056/80) 46/85 16°34'N 61°54'W
	Change	Legend "PA" to "ED"	17°50'N 63°30'W
13	(INT 13) Delete	1Ed. 9/25/82 LAST NM 46/85 Depths 14 meters 6 meters	(HNNM7695/86) 10/86 13°54'N 78°20'W 13°32'N 81°47'W
13	(INT 13) Delete	1Ed. 9/25/82 LAST NM 10/86 Depth 118 meters (PD)	(17(1276)86 Taunton) 39/86 4°15'S 34°50'W

13	(INT 13)	1Ed. 9/25/82 LAST NM 39/86	(17(E253)86 Rio de Janeiro) 44/86
	Add	Submarine cable joining	8°09.5′S 34°54.0′W
			8°12.8′S 34°48.5′W
			8°09.0′S 34°24.0′W
			8°06.3′S 34°05.3′W
			7°24.0′S 34°25.0′W
		joining	8°08.3′S 34°54.2′W
			8°11.6′S 34°18.5′W
			8°08.0′S 33°54.0′W
			7°47.5′S 33°03.4′W
13	(INT 13)	1Ed. 9/25/82 LAST NM 44/86	(39(51)86 Brest) 47/86
	Add	Depth 1200 meters	20°25′N 53°28′W
13	(INT 13)	1Ed. 9/25/82 LAST NM 47/86	(23(385, 387)87 Ottawa) 33/87
	Delete	R Bns	52°00′N 55°18′W
			49°59′N 55°21′W
13	(INT 13)	1Ed. 9/25/82 LAST NM 33/87	(6(81)87 Brest) 35/87
	Delete	Depth 31 meters	14°10′N 60°50′W
13	(INT 13)	1Ed. 9/25/82 LAST NM 35/87	(MCNM8169/88) 48/88
	Delete	Depths 7 meters	18°31′N 84°12′W
		24 meters	18°40′N 83°21′W
	Add	Depths 15 meters	18°21′N 84°19′W
		28 meters	18°49′N 83°15′W
13	(INT 13)	1Ed. 9/25/82 LAST NM 48/88	(20(1536)89 Taunton) 28/89
	Add	Depth 292 meters	55°08′N 34°55′W
13	(INT 13)	1Ed. 9/25/82 LAST NM 28/89	(31(662)89 Ottawa) 38/89
	Delete	R Bn at light	43°40′N 65°13′W
13	(INT 13)	1Ed. 9/25/82 LAST NM 38/89	(25(58)89 Brest) 23/90
	Add	Depth 18 meters	18°47′N 83°14′W
13	(INT 13)	1Ed. 9/25/82 LAST NM 23/90	(MCNM1032/90) 28/90
	Delete	Depth 143 meters	
		and enclosing depth contour	7°46.0′N 56°49.0′W
13	(INT 13)	1Ed. 9/25/82 LAST NM 28/90	(27(1940)90 Taunton) 39/90
	Delete	Depth 9 meters "Rep (1980)" (PA)	3°58′S 35°50′W
★**14**	(INT 14)	3Ed. 7/21/90 NEW EDITION	(DMAHTC) 38/90
14	(INT 14)	3Ed. 7/21/90 LAST NM 38/90	(27(1940)90 Taunton) 39/90
	Delete	Depths 9 meters	3°48′S 35°55′W
		9 meters	4°01′S 35°45′W
14	(INT 14)	3Ed. 7/21/90 LAST NM 39/90	(MCNM1021/90) 45/90
	Delete	Depth 70 meters	59°33′N 28°10′W
14	(INT 14)	3Ed. 7/21/90 LAST NM 45/90	(34(2403)90 Taunton) 51/90
	Delete	Depth 18 meters	5°29′N 0°36′E
14	(INT 14)	3Ed. 7/21/90 LAST NM 51/90	(7(499)91 Taunton) 18/91
	Add	Depth 701 meters	6°28′S 1°12′E
★**17**	43Ed. 10/44 LAST NM 1A/71		(MCNM7880/87) 8/87
	Change	Note in lower left margin of chart to	
		"Users should refer corrections, additions and comments for improving this product to: DIRECTOR, DEFENSE MAPPING AGENCY HYDROGRAPHIC/ TOPOGRAPHIC CENTER, ATTN: PR, Washington, D.C. 20315-0030."	
★**20**	(INT 20)	1Ed. 7/11/81 NEW CHART	(DMAHTC) 36/81
20	(INT 20)	1Ed. 7/11/81 LAST NM 36/81	(12(164)81 Valparaiso) 47/81
	Delete	Depth 44 meters	55°29′S 65°49′W
20	(INT 20)	1Ed. 7/11/81 LAST NM 47/81	(DMAHTC) 1/82
	Add	Light flare symbol	23°00′S 42°00′W

20	(INT 20) 1Ed. 7/11/81 LAST NM 1/82		(15(132), 23(237)81; 1(18)82 Rio de Janeiro) 21/82
	Delete	Depths 89 meters	44°00'S 50°50'W
		272 meters	1°10'N 30°19'W
	Substitute	Depths 1708 meters for 1108 meters	52°35'S 55°07'W
		3323 meters for 323 meters	56°59'S 25°45'W
		170 meters for 70 meters	33°45'S 50°43'W
	Add	Depths 275 meters	3°23'S 36°43'W
		1680 meters	1°23'N 30°25'W
20	(INT 20) 1Ed. 7/11/81 LAST NM 21/82		(22(222)81 Rio de Janeiro) 32/82
	Substitute	Depth 23 meters for 27 meters	17°50'S 35°58'W
20	(INT 20) 1Ed. 7/11/81 LAST NM 32/82		(4(8)82 Buenos Aires) 35/82
	Add	Depth 6 meters	42°10'S 63°22'W
20	(INT 20) 1Ed. 7/11/81 LAST NM 35/82		(28(1714)82 Taunton) 46/82
	Substitute	Depth 70 meters for 95 meters	9°43.9'S 12°48.3'W
20	(INT 20) 1Ed. 7/11/81 LAST NM 46/82		(8(550)83 Taunton) 15/83
	Add	Depth 84 meters	59°44'S 28°11'W
20	(INT 20) 1Ed. 7/11/81 LAST NM 15/83		(NVS6978/83) 31/83
	Substitute	Depth 48 meters for 18 meters	3°26'S 35°03'W
	Add	Depth 27 meters	20°32'S 38°07'W
20	(INT 20) 1Ed. 7/11/81 LAST NM 31/83		(23(1510)83 Taunton) 33/83
	Delete	Depth 1028 meters	54°29'S 55°11'W
	Add	Depth 462 meters	54°32' 18"W
20	(INT 20) 1Ed. 7/11/81 LAST NM 33/83		(29(1876)83 Taunton) 37/83
	Add	Depth 598 meters	30°40'S 35°27'W
20	(INT 20) 1Ed. 7/11/81 LAST NM 37/83		(14(119)83 Rio de Janeiro) 43/83
	Relocate	R Bn (AERO) close N to	8°02'S 34°57'W
20	(INT 20) 1Ed. 7/11/81 LAST NM 43/83		(22(202)83 Rio de Janeiro) 6/84
	Add	Depth 29 meters "Rep (1983)"	3°53'N 48°50'W
20	(INT 20) 1Ed. 7/11/81 LAST NM 6/84		(NVS7266/84) 23/84
	Delete	Depth 256 meters	8°20'S 16°52'W
	Add	Depth 256 meters	8°28.8'S 17°04.6'W
20	(INT 20) 1Ed. 7/11/81 LAST NM 23/84		(28(1823)84 Taunton) 35/84
	Delete	Depth 14.6 meters (PD) and enclosing danger circle	43°50'S 47°20'W
20	(INT 20) 1Ed. 7/11/81 LAST NM 35/84		(NVS7387/85) 7/85
	Add	Depth 11 meters "Rep (1984)"	3°16'N 48°21'W
20	(INT 20) 1Ed. 7/11/81 LAST NM 7/85		(2(159)85 Taunton) 8/85
	Delete	Depth 598 meters	30°40'S 35°27'W
	Add	Depth 380 meters	30°47'S 35°18'W
20	(INT 20) 1Ed. 7/11/81 LAST NM 8/85		(20(1318)85 Taunton) 31/85
	Add	Depth 55 meters	51°13.7'S 66°07.2'W
20	(INT 20) 1Ed. 7/11/81 LAST NM 31/85		(HNNM7581, 7572/85) 40/85
	Add	Depth 12 meters "Rep (1966)" (PA)	21°25.0'S 40°13.0'W
		10 meters "Rep (1985)" (PA)	3°24.0'N 48°12.9'W
20	(INT 20) 1Ed. 7/11/81 LAST NM 40/85		(35(2351)85 Taunton) 42/85
	Add	R Bn with light flare symbol	20°30'S 29°20'W
20	(INT 20) 1Ed. 7/11/81 LAST NM 42/85		(36(2404)85 Taunton) 46/85
	Add	Depths 51 meters	20°05'S 38°06'W
		25 meters	22°32'S 41°16'W
20	(INT 20) 1Ed. 7/11/81 LAST NM 46/85		(23(259)85 Rio de Janeiro) 6/86
	Substitute	Depth 40 meters for depth 44 meters	1°30.0'S 38°04.0'W
		Depth 878 meters for depth 378 meters	8°10.0'S 34°00.0'W
20	(INT 20) 1Ed. 7/11/81 LAST NM 6/86		(17(1277)86 Taunton) 27/86
	Delete	Depth 478 meters	9°18'N 21°22'W
	Add	Depth 215 meters "Rep (1986)"	9°15.5'N 21°19.9'W

20	(INT 20)	1Ed. 7/11/81 LAST NM 27/86		(12(159)86 Rio de Janeiro) 35/86
	Substitute	Depth 10 meters (PA) for 16 meters (PA)		3°20.0′N 48°08.0′W
20	(INT 20)	1Ed. 7/11/81 LAST NM 35/86		(17(1276)86 Taunton) 39/86
	Delete	Depth 118 meters (PD)		4°14′S 34°50′W
20	(INT 20)	1Ed. 7/11/81 LAST NM 39/86		(17(E253)86 Rio de Janeiro) 44/86
	Add	Submarine cable joining		8°09.5′S 34°54.0′W
				8°12.8′S 34°48.5′W
				8°09.0′S 34°24.0′W
				8°06.3′S 34°05.3′W
				7°24.0′S 33°25.0′W
			joining	8°08.3′S 34°54.2′W
				8°11.6′S 34°18.5′W
				8°08.0′S 33°54.0′W
				7°47.5′S 33°03.4′W
20	(INT 20)	1Ed. 7/11/81 LAST NM 44/86		(7(554)87 Taunton) 13/87
	Add	Depth 60 meters		50°37.9′S 59°10.5′W
20	(INT 20)	1Ec 7/11/81 LAST NM 13/87		(8(650)87 Taunton) 28/87
	Add	Depth 153 meters "Rep (1987)"		27°17′S 39°03′W
20	(INT 20)	1Ed. 7/11/81 LAST NM 28/87		(MCNM7952/87) 29/87
	Add	Depths 213 meters "Rep (1987)" (PA)		53°13.0′S 63°45.5′W
		180 meters "Rep (1987)" (PA)		53°02.7′S 63°36.6′W
20	(INT 20)	1Ed. 7/11/81 LAST NM 29/87		(35(2673)87 Taunton) 4/88
	Delete	Depth 462 meters		54°32′S 55°18′W
	Add	Depth 158 meters		54°35′S 55°18′W
20	(INT 20)	1Ed. 7/11/81 LAST NM 4/88		(6(E102)88 Rio de Janeiro) 25/88
	Delete	Depth 12 meters "Rep (1966)" (PA)		21°25′S 40°13′W
20	(INT 20)	1Ed. 7/11/81 LAST NM 25/88		(53(61)87 Brest) 26/88
	Add	Legend "(ED)" to depth 78 meters		6°30′N 52°16′W
20	(INT 20)	1Ed. 7/11/81 LAST NM 26/88		(MCNM8136/88) 36/88
	Add	Depth 159 meters		3°29′S 37°30′W
20	(INT 20)	1Ed. 7/11/81 LAST NM 36/88		(12(N183)88 Rio de Janeiro) 38/88
	Add	Depth 22 meters enclosed by danger circle (PA)		4°53′S 35°01′W
20	(INT 20)	1Ed. 7/11/81 LAST NM 38/88		(20(E310)88 Rio de Janeiro) 20/89
	Add	Depth 104 meters enclosed by danger circle "Rep (1988)" (PA)		20°43′S 32°15′W
20	(INT 20)	1Ed. 7/11/81 LAST NM 20/89		(25(1880)89 Taunton) 33/89
	Add	Depth 213 meters		9°45′S 12°05′W
20	(INT 20)	1Ed. 7/11/81 LAST NM 33/89		(15(1181)90 Taunton) 31/90
	Add	Depth 7 meters		17°10′S 37°01′W
20	(INT 20)	1Ed. 7/11/81 LAST NM 31/90		(27(1940)90 Taunton) 39/90
	Delete	Depth 9 meters "1980" (PA)		4°00′S 36°04′W
20	(INT 20)	1Ed. 7/11/81 LAST NM 39/90		(21(1544)90 Taunton) 41/90
	Add	Depth 117 meters		53°51′S 35°56′W
20	(INT 20)	1Ed. 7/11/81 LAST NM 41/90		(5(31)91 Cape Town) 29/91
	Add	Depth 387 meters		59°05′S 27°01′W
★**21**	(INT 21)	3Ed. 6/29/85	NEW EDITION	(DMAHTC) 37/85
21	(INT 21)	3Ed. 6/29/85 LAST NM 37/85		(2(24)86 Cape Town) 15/86
	Substitute	Depth 143 meters for 150 meters		40°10′S 8°34′W
21	(INT 21)	3Ed. 6/29/85 LAST NM 15/86		(17(1277)86 Taunton) 27/86
	Delete	Depth 478 meters		9°18′N 21°20′W
	Add	Depth 215 meters "Rep (1986)"		9°15.5′N 21°19.9′W
21	(INT 21)	3Ed. 6/29/85 LAST NM 27/86		(9(85)86 Cape Town) 45/86
	Delete	Depths 1894 meters		37°47′S 15°40′E
		1236 meters		53°20′S 22°20′E

(continued on next page)

21	(Continued)			45/86
	Add		Depths 1699 meters	37°41′S 16°03′E
			904 meters	53°19′S 22°13′E
21	(INT 21)	3Ed. 6/29/85	LAST NM 45/86	(8(54)87 Cape Town) 45/87
	Add		R Bn at light	31°49′S 18°14′E
21	(INT 21)	3Ed. 6/29/85	LAST NM 45/87	(MCNM8046/88) 6/88
	Delete		Depth 35 meters	5°34′N 10°08′W
21	(INT 21)	3Ed. 6/29/85	LAST NM 6/88	(BA RA) 51/88
	Delete		R Bn (AERO)	5°53′S 12°21′E
21	(INT 21)	3Ed. 6/29/85	LAST NM 51/88	(14(1105)89 Taunton) 21/89
	Add		Depth 90 meters	40°06′S 9°07′W
21	(INT 21)	3Ed. 6/29/85	LAST NM 21/89	(11(52)89 Brest) 23/89
	Substitute		Depth 50 meters for 75 meters	2°35′N 8°20′E
21	(INT 21)	3Ed. 6/29/85	LAST NM 23/89	(25(1880)89 Taunton) 33/89
	Add		Depth 213 meters	9°45′S 12°05′W
21	(INT 21)	3Ed. 6/29/85	LAST NM 33/89	(44(3315)89 Taunton) 8/90
	Delete		R Bn (AERO) at light	4°20′N 7°40′W
21	(INT 21)	3Ed. 6/29/85	LAST NM 8/90	(MCNM1027/90) 26/90
	Delete		R Bn (AERO)	5°40′N 0°08′W
21	(INT 21)	3Ed. 6/29/85	LAST NM 26/90	(26(1851)90 Taunton) 47/90
	Substitute		Depth 26 meters for 29 meters	35°02′S 19°56′E
21	(INT 21)	3Ed. 6/29/85	LAST NM 47/90	(34(2403)90 Taunton) 51/90
	Delete		Depth 18 meters	5°29′N 0°36′E
21	(INT 21)	3Ed. 6/29/85	LAST NM 51/90	(MCNM1046/90) 16/91
	Add		Legend "Volcanic Activity Rep (1989)" to depth 90 meters	40°06′S 9°07′W
21	(INT 21)	3Ed. 6/29/85	LAST NM 16/91	(MCNM1079/91) 17/91
	Add		Depths 677 meters	43°00′S 2°31′W
			332 meters	43°31′S 2°14′W
21	(INT 21)	3Ed. 6/29/85	LAST NM 17/91	(7(499)91 Taunton) 18/91
	Delete		Depth 3453 meters	9°37′S 0°33′W
	Add		Depths 701 meters	6°28′S 1°12′E
			661 meters	9°30′S 0°28′W
21	(INT 21)	3Ed. 6/29/85	LAST NM 18/91	(5(31)91 Cape Town) 29/91
	Substitute		Depth 1300 meters for 1800 meters	42°45′S 7°46′W
	Add		Depth 922 meters	52°31′S 4°59′W
★22	(INT 22)	1Ed. 11/14/81	NEW CHART	(DMAHTC; 44(2598)81 Taunton) 2/82
	Add		Depth 638 meters	31°46′S 2°12′E
22	(INT 22)	1Ed. 11/14/81	LAST NM 2/82	(1(15)82 Cape Town) 13/82
	Add		Depth 230 meters	26°12′S 6°15′E
22	(INT 22)	1Ed. 11/14/81	LAST NM 13/82	(15(132)81; 1(18)82 Rio de Janeiro) 21/82
	Delete		Depth 272 meters	1°10′N 30°19′W
	Add		Depths 275 meters	3°38′S 36°43′W
			1680 meters	1°23′N 30°25′W
22	(INT 22)	1Ed. 11/14/81	LAST NM 21/82	(15(133)81 Rio de Janeiro) 22/82
	Substitute		Depth 49 meters for 19 meters	0°07′N 45°30′W
22	(INT 22)	1Ed. 11/14/81	LAST NM 22/82	(22(222)81 Rio de Janeiro) 32/82
	Substitute		Depth 23 meters for 27 meters	17°50′S 35°58′W
22	(INT 22)	1Ed. 11/14/81	LAST NM 32/82	(12(114)82 Rio de Janeiro) 45/82
	Delete		Danger circles "ED"	17°10′S 35°42′W
				17°35′S 35°15′W
22	(INT 22)	1Ed. 11/14/81	LAST NM 45/82	(28(1714)82 Taunton) 46/82
	Substitute		Depth 70 meters for 95 meters	9°43.9′S 12°48.3′W
22	(INT 22)	1Ed. 11/14/81	LAST NM 46/82	(BA LL) 47/82
	Delete		Light	0°43′S 8°41′E

22 (INT 22)	1Ed. 11/14/81 LAST NM 47/82		(9(41)83 Brest) 24/83
Add	Light symbol		0°43′S 8°41′E
	(Supersedes 47/82-22)		
22 (INT 22)	1Ed. 11/14/81 LAST NM 24/83		(5(40)83 Cape Town) 30/83
Delete	Depth 22 meters		33°50′S 3°10′W
22 (INT 22)	1Ed. 11/14/81 LAST NM 30/83		(NVS6978/83) 31/83
Substitute	Depth 48 meters for 18 meters		3°26′S 35°03′W
Add	Depth 27 meters		20°32′S 38°07′W
22 (INT 22)	1Ed. 11/14/81 LAST NM 31/83		(29(1876)83 Taunton) 37/83
Add	Depth 598 meters		30°40′S 35°27′W
22 (INT 22)	1Ed. 11/14/81 LAST NM 37/83		(14(119)83 Rio de Janeiro) 43/83
Relocate	R Bn (AERO) close NNE to		8°02′S 34°57′W
22 (INT 22)	1Ed. 11/14/81 LAST NM 43/83		(22(202)83 Rio de Janeiro) 6/84
Add	Depth 29 meters "Rep (1983)"		3°53′N 48°50′W
22 (INT 22)	1Ed. 11/14/81 LAST NM 6/84		(NVS7266/84) 23/84
Delete	Depth 256 meters		8°20′S 16°53′W
Add	Depth 256 meters		8°28.8′S 17°04.6′W
22 (INT 22)	1Ed. 11/14/81 LAST NM 23/84		(BA CH 1365) 24/84
Add	Depth 146 meters		4°29′N 9°18′W
22 (INT 22)	1Ed. 11/14/81 LAST NM 24/84		(17(1103)84 Taunton) 27/84
Change	Legend "Kitona Base" to "Banana"		6°10′S 13°10′E
22 (INT 22)	1Ed. 11/14/81 LAST NM 27/84		(28(1822)84 Taunton) 35/84
Delete	Depth 214 meters		39°28′S 6°37′W
Add	Depths 240 meters		39°27′S 7°58′W
	176 meters		39°32′S 6°37′W
22 (INT 22)	1Ed. 11/14/81 LAST NM 35/84		(30(1968)84 Taunton) 47/84
Add	R Bn (AERO) (PA)		15°56′S 5°43′W
22 (INT 22)	1Ed. 11/14/81 LAST NM 47/84		(NVS7387/85) 7/85
Add	Depth 11 meters "Rep (1984)"		3°16′N 48°20′W
22 (INT 22)	1Ed. 11/14/81 LAST NM 7/85		(2(129)84 Taunton; 10(96)84 Cape Town) 9/85
Delete	Depths 124 meters		15°41.5′S 6°59.0′W
	655 meters		42°29.0′S 1°29.0′W
Add	Depths 105 meters		15°38.5′S 6°57.5′W
	326 meters		42°33.0′S 1°31.0′W
22 (INT 22)	1Ed. 11/14/81 LAST NM 9/85		(12(150)84 Rio de Janeiro) 17/85
Add	Depths 22 meters		33°50.0′S 3°09.0′W
	232 meters		33°58.0′S 2°25.0′W
22 (INT 22)	1Ed. 11/14/81 LAST NM 17/85		(7(69)85 Rio de Janeiro) 33/85
Add	Depth 35 meters		16°35.1′S 38°29.0′W
22 (INT 22)	1Ed. 11/14/81 LAST NM 33/85		(HNNM7581, 7572/85) 40/85
Add	Depth 12 meters "Rep (1966)" (PA)		21°25.0′S 40°13.0′W
	10 meters "Rep (1985)" (PA)		3°24.0′N 48°12.9′W
22 (INT 22)	1Ed. 11/14/81 LAST NM 40/85		(35(2351)85 Taunton) 42/85
Add	R Bn with light flare symbol		20°30′S 29°20′W
22 (INT 22)	1Ed. 11/14/81 LAST NM 42/85		(2(24)86 Cape Town) 15/86
Substitute	Depth 143 meters for 150 meters		40°10′S 8°34′W
22 (INT 22)	1Ed. 11/14/81 LAST NM 15/86		(12(159)86 Rio de Janeiro) 35/86
Substitute	Depth 10 meters (PA) for 16 meters		3°19.0′N 48°08.0′W
22 (INT 22)	1Ed. 11/14/81 LAST NM 35/86		(17(1276)86 Taunton) 39/86
Delete	Depth 118 meters (PD)		4°15′S 34°55′W
22 (INT 22)	1Ed. 11/14/81 LAST NM 39/86		(9(85)86 Cape Town) 45/86
Add	Depth 1699 meters		37°41′S 16°03′E
22 (INT 22)	1Ed. 11/14/81 LAST NM 45/86		(8(650)87 Taunton) 28/87
Add	Depth 153 meters "Rep (1987)"		27°17′S 39°03′W

22 (INT 22) Add	1Ed. 11/14/81 LAST NM 28/87 Light symbol, R Bn with legend "Doringbaai"	(8(54)87 Cape Town) 45/87 31°49′S 18°14′E
22 (INT 22) Delete	1Ed. 11/14/81 LAST NM 45/87 Depth 35 meters	(MCNM8046/88) 6/88 5°32′N 10°08′W
22 (INT 22) Add	1Ed. 11/14/81 LAST NM 6/88 Legend "(ED)" to depth 78 meters	(53(61)87 Brest) 26/88 6°30′N 52°16′W
22 (INT 22) Add	1Ed. 11/14/81 LAST NM 26/88 Depth 159 meters	(MCNM8136/88) 36/88 3°29′S 37°30′W
22 (INT 22) Add	1Ed. 11/14/81 LAST NM 36/88 Depth 22 meters enclosed by danger circle (PA)	(12(N183)88 Rio de Janeiro) 38/88 4°53′S 35°01′W
22 (INT 22) Add	1Ed. 11/14/81 LAST NM 38/88 Depth 104 meters enclosed by danger circle "Rep (1988)" (PA)	(20(E310)88 Rio de Janeiro) 20/89 20°43′S 32°15′W
22 (INT 22) Add	1Ed. 11/14/81 LAST NM 20/89 Depth 90 meters	(14(1105)89 Taunton) 21/89 40°06′S 9°07′W
22 (INT 22) Add	1Ed. 11/14/81 LAST NM 21/89 Depth 213 meters	(25(1880)89 Taunton) 33/89 9°45′S 12°05′W
22 (INT 22) Delete	1Ed. 11/14/81 LAST NM 33/89 R Bns (AERO)	(10(G152)89 Rio de Janeiro) 40/89 1°23′S 48°28′W 5°10′S 37°21′W 8°02′S 34°57′W
22 (INT 22) Delete	1Ed. 11/14/81 LAST NM 40/89 R Bn (AERO) at light	(44(3315)89 Taunton) 8/90 4°15′N 7°43′W
22 (INT 22) Delete	1Ed. 11/14/81 LAST NM 8/90 R Bn (AERO)	(MCNM1027/90) 26/90 5°40′N 0°04′E
22 (INT 22) Delete	1Ed. 11/14/81 LAST NM 26/90 Depth 143 meters and enclosing depth contour	(MCNM1032/90) 28/90 7°46.0′N 56°49.0′W
22 (INT 22) Add	1Ed. 11/14/81 LAST NM 28/90 Depth 7 meters	(15(1181)90 Taunton) 31/90 17°10′S 37°01′W
22 (INT 22) Delete	1Ed. 11/14/81 LAST NM 31/90 Depth 9 meters "P.A."	(27(1940)90 Taunton) 39/90 4°00′S 36°04′W
22 (INT 22) Substitute	1Ed. 11/14/81 LAST NM 39/90 Depth 26 meters for 29 meters	(26(1851)90 Taunton) 47/90 35°02′S 19°56′E
22 (INT 22) Delete	1Ed. 11/14/81 LAST NM 47/90 Depth 18 meters	(34(2403)90 Taunton) 51/90 5°29′N 0°36′E
22 (INT 22) Add	1Ed. 11/14/81 LAST NM 51/90 Legend "Volcanic Activity Rep (1989)" to depth 90 meters	(MCNM1046/90) 16/91 40°06′S 9°07′W
22 (INT 22) Add	1Ed. 11/14/81 LAST NM 16/91 Depth 677 meters	(MCNM1079/91) 17/91 43°00′S 2°31′W
22 (INT 22) Add	1Ed. 11/14/81 LAST NM 17/91 Depths 701 meters 661 meters	(7(499)91 Taunton) 18/91 6°28′S 1°12′E 9°30′S 0°28′W
22 (INT 22) Substitute	1Ed. 11/14/81 LAST NM 18/91 Depth 1300 meters for 1800 meters	(5(31)91 Cape Town) 29/91 42°45′S 7°46′W
24 Change	20Ed. 12/20 LAST NM 1A/71 Note in lower left margin of chart to "Users should refer corrections, additions, and comments for improving this product to: DIRECTOR, DEFENSE MAPPING AGENCY HYDROGRAPHIC/ TOPOGRAPHIC CENTER, ATTN: PR, Washington, D.C. 20315-0030."	(MCNM7880/87) 8/87

★30	10Ed. 9/21/85		NEW EDITION	(DMAHTC) 48/85
★33	10Ed. 12/7/85		NEW EDITION	(DMAHTC) 7/86
★36	7Ed. 12/2/85		NEW EDITION	(DMAHTC) 11/86
★39	5Ed. 11/23/85		NEW EDITION	(DMAHTC) 6/86
★42	9Ed. 7/13/85		NEW EDITION	(DMAHTC) 38/85
★43	4Ed. 7/27/85		NEW EDITION	(DMAHTC) 45/85
★50	(INT 50)	4Ed. 4/20/91	NEW EDITION	(NOS) 32/91
50	(INT 50)	4Ed. 4/20/91 LAST NM 32/91		(CL509/91) 33/91
	Delete	Depth 60 meters, dotted-line circle and blue tint		32°44.1'N 117°35.3'W 32°10.4'N 117°51.1'W
50	(INT 50)	4Ed. 4/20/91 LAST NM 33/91		(30/91 CG14) 34/91
	Relocate	Superbuoy ODAS "51004" close SE to		17°26'N 152°20'W
50	(INT 50)	4Ed. 4/20/91 LAST NM 34/91		(NOS) 35/91
	Add	Light flare symbol to superbuoy ODAS "46006"		40°49'N 137°39'W
★51	(INT 51)	1Ed. 2/6/82	NEW CHART	(DMAHTC) 18/82
51	(INT 51)	1Ed. 2/6/82 LAST NM 18/82		(NVS6821/82) 52/82
	Add	Depth 109 meters "Rep (1982)"		5°05'N 108°18'W
51	(INT 51)	1Ed. 2/6/82 LAST NM 52/82		(NVS6837/82) 3/83
	Add	Depth 46 meters "Rep (1981)" (PA)		29°33.0'N 116°28.0'W
51	(INT 51)	1Ed. 2/6/82 LAST NM 3/83		(NVS6883/83) 13/83
	Delete	Depth 2793 meters		22°50'N 117°22'W
	Substitute	Depth 439 meters for 521 meters		13°28'N 119°49'W
	Add	Depths 3902 meters		23°03'N 117°22'W
		695 meters		28°45'N 116°00'W
		388 meters		25°39'N 119°20'W
		543 meters		15°20'N 110°56'W
51	(INT 51)	1Ed. 2/6/82 LAST NM 13/83		(NVS6930/83) 22/83
	Add	Depth 19 meters "Rep (1983)"		10°05.6'N 87°09.5'W
51	(INT 51)	1Ed. 2/6/82 LAST NM 22/83		(NVS7017/83) 37/83
	Add	Depth 302 meters "Rep (1983)"		19°11.5'N 105°00.0'W
51	(INT 51)	1Ed. 2/6/82 LAST NM 37/83		(NVS6883/83) 43/83
	Substitute	Depth 803 meters for 244 meters		29°13'N 116°19'W
51	(INT 51)	1Ed. 2/6/82 LAST NM 43/83		(NVS6906/83) 48/83
	Substitute	Depths 270 meters for 215 meters		0°13'S 88°43'W
		184 meters for 197 meters		7°32'N 84°02'W
	Add	Depths 549 meters		7°45'N 85°52'W
		925 meters		7°19'N 85°41'W
		887 meters		7°40'N 84°45'W
		439 meters		3°18'N 88°17'W
51	(INT 51)	1Ed. 2/6/82 LAST NM 48/83		(NVS0011/83) 52/83
	Add	Depth 68 meters "Rep (1983)"		12°25'N 88°17'W
51	(INT 51)	1Ed. 2/6/82 LAST NM 52/83		(NVS7138/83) 1/84
	Add	Depth 357 meters (PA)		6°59'N 81°42'W
51	(INT 51)	1Ed. 2/6/82 LAST NM 1/84		(US CH E1306) 7/84
	Add	Chartlet, depicting changes in hydrography, from back of Section I		30°30'N 123°20'W
51	(INT 51)	1Ed. 2/6/82 LAST NM 7/84		(NVS7233/84) 17/84
	Delete	Light		9°32'N 85°06'W

51 (INT 51) Substitute	1Ed. 2/6/82 LAST NM 17/84 Depths 1518 meters for 518 meters 1327 meters for 1827 meters		(NVS7383/85) 6/85 7°02′N 161°55′W 5°00′N 161°10′W
51 (INT 51) Add	1Ed. 2/6/82 LAST NM 6/85 Depth 225 meters "Rep (1984)"		(NVS7391/85) 19/85 9°29′N 160°58′W
51 (INT 51) Add	1Ed. 2/6/82 LAST NM 19/85 Purple dashed lines (recommended route) between		(HNNM7457/85) 34/85 35°00′N 123°00′W 40°00′N 126°40′W
		between	35°00′N 123°23′W 40°00′N 127°00′W
		between	37°58′N 123°03′W 39°53′N 126°31′W
		between	40°06′N 127°05′W 37°55′N 123°05′W
	NOTE "NOTE A US Trans-Alaskan Pipeline System (TAPs) routes are recommended for safe routing of tank vessels between the Port of Valdez AK and US west coast ports. These are not IMO adopted recommended routes."		33°30′N 105°00′W
	Legend "See Note A"		38°00′N 125°20′W
	Purple open-outlined arrows indicating flow of traffic oriented 330.1°		38°00′N 124°40′W
		150.1°	38°00′N 126°00′W
		305.5°	39°10′N 124°40′W
		125.2°	38°30′N 124°40′W
51 (INT 51) Add	1Ed. 2/6/82 LAST NM 34/85 Superbuoy ODAS "32301", yellow, Fl(4) Y 20s		(MCNM7785/86) 5/87 9°50.5′S 105°09.0′W
★**51** (INT 51) Add	1Ed. 2/6/82 LAST NM 5/87 Light flare symbols		(26/87 CG14) 36/87 19°31′N 154°49′W 20°15′N 155°46′W 21°35′N 158°16′W
	Superbuoys, each ODAS, yellow, Fl(4) Y 20s		
	"51001"		23°26′N 162°18′W
	"51002"		17°11′N 157°50′W
	"51003"		19°11′N 160°49′W
	"51004"		17°32′N 152°37′W
	"51005"		20°21′N 156°04′W
51 (INT 51) Delete	1Ed. 2/6/82 LAST NM 36/87 Depth 62 meters		(3(269)88 Taunton) 15/88 6°40.0′S 81°20.0′W
51 (INT 51) Add	1Ed. 2/6/82 LAST NM 15/88 Depth 74 meters "Rep (1987)" (PA) (ED)		(MCNM8089/88) 19/88 36°18′N 163°16′W
51 (INT 51) Delete	1Ed. 2/6/82 LAST NM 19/88 Depth 42 meters		(MCNM8141/88) 36/88 4°58′S 82°10′W
51 (INT 51) Substitute	1Ed. 2/6/82 LAST NM 36/88 Depth 626 meters for 1544 meters		(MCNM8144/88) 39/88 16°03′N 108°39′W
51 (INT 51) Delete	1Ed. 2/6/82 LAST NM 39/88 R Bn at light		(5(31)88 Callao) 44/88 6°52′S 80°45′W
51 (INT 51) Delete	1Ed. 2/6/82 LAST NM 44/88 Purple dashed lines (recommended route) and directional arrows between		(MCNM1068/89) 27/89 38°00′N 123°00′W 40°00′N 127°00′W
		between	40°00′N 127°00′W 35°00′N 123°20′W
	Legend "See Note A" Note A		38°00′N 125°20′W 33°30′N 105°00′W

51 (INT 51)	1Ed. 2/6/82 LAST NM 27/89		(10(45)90 Brest) 31/90
Add	R Bn (AERO)		8°50.0'S 140°13.0'W
51 (INT 51)	1Ed. 2/6/82 LAST NM 31/90		(30(2165)90 Taunton) 39/90
Add	Depth 17 meters "Rep (1989)" enclosed by danger circle		14°37'N 93°57'W
51 (INT 51)	1Ed. 2/6/82 LAST NM 39/90		(MCNM1079/91) 13/91
Add	Depth 532 meters "Rep (1990)"		4°25.2'S 109°58.3'W
51 (INT 51)	1Ed. 2/6/82 LAST NM 13/91		(10/91 CG14) 22/91
Relocate	Superbuoy ODAS "51004" (17°32'N 152°37'W) to		17°32'N 152°28'W
★52 (INT 52)	1Ed. 4/5/86 NEW CHART		(DMAHTC; HNNM7662/86) 23/86
Delete	Depth 21.5 meters		26°48'N 125°15'E
	R Bn (AERO)		9°30'N 161°56'E
Add	R Bn (AERO) at light		10°03'N 158°12'E
	Danger circle "Breakers (rep 1983)"		3°53'S 174°03'E
	Legend "Breakers (rep 1980)"		6°46'N 177°30'E
	Light flare symbol to light star		27°25'N 128°44'E
	R Bns (AERO)		14°47'N 120°16'E
			4°16'N 117°57'E
			1°17'N 173°00'E
52 (INT 52)	1Ed. 4/5/86 LAST NM 23/86		(DMAHTC) 30/86
Delete	R Bn (AERO) (See 23/86-52)		10°03'N 158°12'E
Add	R Bn (AERO)		7°03'N 158°12'E
52 (INT 52)	1Ed. 4/5/86 LAST NM 30/86		(DMAHTC) 31/86
Delete	R Bns (AERO)		11°30'S 161°56'E
	(See 23, 30/86-52)		7°03'N 158°12'E
52 (INT 52)	1Ed. 4/5/86 LAST NM 31/86		(32(942)86 Tokyo) 39/86
Change	Designation of buoy to "(ODAS)"		28°59'N 135°00'E
52 (INT 52)	1Ed. 4/5/86 LAST NM 39/86		(39(1173)86 Tokyo) 48/86
Change	Designation of buoy to "(ODAS)"		28°10'N 126°20'E
52 (INT 52)	1Ed. 4/5/86 LAST NM 48/86		(42(1259)86 Tokyo) 52/86
Delete	Buoy "(ODAS)"		25°40'N 135°55'E
52 (INT 52)	1Ed. 4/5/86 LAST NM 52/86		(MCNM7903, 0001/87) 10/87
Delete	Danger circle		20°25'N 151°55'E
Substitute	Depth 5156 meters for danger circle		20°31'N 152°49'E
52 (INT 52)	1Ed. 4/5/86 LAST NM 10/87		(34(2527)87 Taunton) 44/87
Delete	Depth 9 meters		12°30'S 167°20'E
Add	Depth 40 meters		12°24'S 167°21'E
52 (INT 52)	1Ed. 4/5/86 LAST NM 44/87		(29(817)87 Tokyo) 46/87
Delete	Superbuoy		38°30'N 145°30'E
Add	Superbuoy "ODAS" with light flare symbol		36°40'N 145°40'E
52 (INT 52)	1Ed. 4/5/86 LAST NM 46/87		(MCNM0003/87) 48/87
Add	Depth 454 meters		3°47'N 128°08'E
52 (INT 52)	1Ed. 4/5/86 LAST NM 48/87		(46(3493)87 Taunton) 8/88
Add	Dashed-line circle "Discol water Rep (1987)"		27°00'N 141°00'E
52 (INT 52)	1Ed. 4/5/86 LAST NM 8/88		(53(46)87 Brest) 24/88
Add	Buoys, each orange and white, conical "ET3"		1°57'N 165°02'E
	"ET4"		1°52'S 164°53'E
52 (INT 52)	1Ed. 4/5/86 LAST NM 24/88		(4(30)89 Auckland) 12/89
Delete	Depth 27 meters "Rep"		13°54'S 171°14'W
	33 meters "Rep"		14°28'S 171°20'W

52 (INT 52)	1Ed. 4/5/86 LAST NM 12/89		(23(190-194)89 Jakarta) 33/89
Add	R Bn at lights		0°59′N 119°00′E
			3°34′S 118°58′E
			1°53′N 125°07′E
	R Bn		5°24′S 118°26′E
			8°30′S 140°23′E
52 (INT 52)	1Ed. 4/5/86 LAST NM 33/89		(MCNM1090/89) 35/89
Add	Depth 618 meters		2°50.5′N 125°03.6′E
52 (INT 52)	1Ed. 4/5/86 LAST NM 35/89		(MCNM1071/89) 37/89
Add	Depth 74 meters "Rep (1974)"		27°43′N 175°35′W
52 (INT 52)	1Ed. 4/5/86 LAST NM 37/89		(MCNM1103/89) 38/89
Substitute	Depth 508 meters for 605 meters		11°12′S 178°16′E
Add	Depth 722 meters		11°46′S 179°23′E
52 (INT 52)	1Ed. 4/5/86 LAST NM 38/89		(26(60)89 Brest) 41/89
Delete	Buoys "ET 3"		1°57′N 165°02′E
	"ET 4"		1°52′S 164°53′E
52 (INT 52)	1Ed. 4/5/86 LAST NM 41/89		(3(23)90 Jakarta) 22/90
Add	Light		8°19′S 125°08′E
52 (INT 52)	1Ed. 4/5/86 LAST NM 22/90		(18(599)90 Tokyo) 32/90
Substitute	Depth 39 meters for 71 meters		30°25′N 129°30′E
52 (INT 52)	1Ed. 4/5/86 LAST NM 32/90		(32(2297)90 Taunton) 49/90
Add	R Bn		0°50′S 131°12′E
52 (INT 52)	1Ed. 4/5/86 LAST NM 49/90		(MCNM1027/90) 6/91
Delete	R Bn (AERO) at light		8°34′S 125°34′E
52 (INT 52)	1Ed. 4/5/86 LAST NM 6/91		(23(285)91 Sydney) 33/91
Add	Danger circle "Reef Rep (1991)"		3°07′S 148°10′E
★**53** (INT 53)	1Ed. 12/19/81 NEW CHART		(DMAHTC) 8/82
53 (INT 53)	1Ed. 12/19/81 LAST NM 8/82		(US CH 500; NVS6630/81) 21/82
Delete	Buoy "(EB-35)"		55°20′N 157°00′W
Relocate	Buoy "(EB-17)" close SE to and change designation to "46003"		51°52′N 155°50′W
53 (INT 53)	1Ed. 12/19/81 LAST NM 21/82		(NVS6700/82) 30/82
Add	Depth 370 meters (unexamined) "Rep (1982)"		23°05′N 142°20′E
53 (INT 53)	1Ed. 12/19/81 LAST NM 30/82		(NVS6774/82) 42/82
Delete	Depth 62 meters		28°00′N 141°56′E
53 (INT 53)	1Ed. 12/19/81 LAST NM 42/82		(38(2312)82 Taunton) 6/83
Add	R Bn		59°09′N 146°03′E
53 (INT 53)	1Ed. 12/19/81 LAST NM 6/83		(3(76)84 Tokyo) 10/84
Delete	Depth 18.2 meters		26°05′N 128°10′E
53 (INT 53)	1Ed. 12/19/81 LAST NM 10/84		(NVS7268/84) 24/84
Delete	Depth 21.5 meters		23°13′N 162°18′E
	Danger circles		22°56′N 162°21′E
			22°47′N 162°29′E
53 (INT 53)	1Ed. 12/19/81 LAST NM 24/84		(23/84 CG17) 27/84
Delete	Buoy "46003"		51°52′N 155°50′W
Add	Buoy "NOAA 46003", yellow, Fl(4) Y 20s		51°51′N 155°42′W
53 (INT 53)	1Ed. 12/19/81 LAST NM 27/84		(22(541)83, 31(1004)84 Tokyo) 47/84
Add	Superbuoy "ODAS-J8" Fl Ra Ref		28°59′N 135°00′E
53 (INT 53)	1Ed. 12/19/81 LAST NM 47/84		(38(1214)84 Tokyo) 50/84
Delete	Depth 21 meters		25°40′N 127°32′E

53 (INT 53)	1Ed. 12/19/81 LAST NM 50/84		(NVS7366/84) 51/84
Add	Legend "Rep (1972) ED" to depth 84 meters		43°31′N 147°05′E
53 (INT 53)	1Ed. 12/19/81 LAST NM 51/84		(50/84 CG17) 3/85
Relocate	Buoy "46003" (51°51′N 155°42′W) to (See 27/84-53)		51°51′N 155°55′W
53 (INT 53)	1Ed. 12/19/81 LAST NM 3/85		(1(20 para 3)85 Tokyo) 8/85
Delete	Dangerous submerged rock		54°27′N 161°58′E
53 (INT 53)	1Ed. 12/19/81 LAST NM 8/85		(NVS7424/85) 16/85
Add	Depths 158 meters		28°20′N 178°24′W
53 (INT 53)	1Ed. 12/19/81 LAST NM 16/85		(11(283)85 Tokyo) 19/85
Add	Depth 103 meters		26°04′N 140°57′E
	Dashed-line circle "Sub Vol"		26°07′N 141°06′E
53 (INT 53)	1Ed. 12/19/81 LAST NM 19/85		(NVS6800/82) 25/85
Delete	Depth 5.7 meters		55°50′N 162°25′E
53 (INT 53)	1Ed. 12/19/81 LAST NM 25/85		(27(825)85 Tokyo) 33/85
Delete	Depths 25.5 meters		28°07′N 126°47′E
	43 meters		27°11′N 126°08′E
	18 meters		25°35′N 126°13′E
53 (INT 53)	1Ed. 12/19/81 LAST NM 33/85		(HNNM7730/86) 14/86
Delete	Depth 128 meters, blue tint and enclosing dotted line		26°08′N 140°43′E
53 (INT 53)	1Ed. 12/19/81 LAST NM 14/86		(16(104)85 China; 6(148)86 Tokyo) 15/86
Delete	Depths 43 meters		25°42′N 126°39′E
	21.5 meters		26°50′N 125°20′E
53 (INT 53)	1Ed. 12/19/81 LAST NM 15/86		(4(292)86 Taunton) 16/86
Substitute	Depth 160 meters for 237 meters		44°26′N 139°35′E
53 (INT 53)	1Ed. 12/19/81 LAST NM 16/86		(9(687)86 Taunton) 20/86
Delete	Light symbol		52°53′N 158°42′E
	Note: R Bn remains		
53 (INT 53)	1Ed. 12/19/81 LAST NM 20/86		(16(1197), 19(1412)86 Taunton) 33/86
Add	Light symbol R Bn		46°11′N 150°33′E
	R Bn		45°25′N 147°56′E
53 (INT 53)	1Ed. 12/19/81 LAST NM 33/86		(32(942)86 Tokyo) 39/86
Change	Designation of buoy to "(ODAS)"		28°59′N 135°00′E
53 (INT 53)	1Ed. 12/19/81 LAST NM 39/86		(MCNM7822/86) 41/86
Delete	Depth 140 meters		27°29′N 127°43′E
Add	Depth 126 meters "Rep (1986)"		27°30′N 127°43′E
53 (INT 53)	1Ed. 12/19/81 LAST NM 41/86		(39(1173)86 Tokyo) 48/86
Change	Designation of buoy to "(ODAS)"		28°10′N 126°20′E
53 (INT 53)	1Ed. 12/19/81 LAST NM 48/86		(42(1259)86 Tokyo) 51/86
Delete	Buoy "(ODAS-J3)"		25°40′N 135°55′E
53 (INT 53)	1Ed. 12/19/81 LAST NM 51/86		(MCNM0002/87) 19/87
Add	Depth 82 meters		59°09′N 166°09′E
53 (INT 53)	1Ed. 12/19/81 LAST NM 19/87		(19(574)87 Tokyo) 29/87
Delete	Superbuoy "ODAS"		38°30′N 145°30′E
Add	Superbuoy "ODAS" Fl Ra Ref		36°40′N 145°40′E
53 (INT 53)	1Ed. 12/19/81 LAST NM 29/87		(MCNM7986/87) 44/87
Add	Dashed-line circle		27°09′N 141°40′E
	"Discol water (1987)"		
53 (INT 53)	1Ed. 12/19/81 LAST NM 44/87		(MCNM8089/88) 19/88
Add	Depth 74 meters "Rep 1987" (PA) (ED)		36°18′N 163°16′W
53 (INT 53)	1Ed. 12/19/81 LAST NM 19/88		(18(599)90 Tokyo) 32/90
Substitute	Depth 39 meters for 71 meters		30°30′N 129°30′E
56	38Ed. 9/17/73 LAST NM 43/73		(MCNM7880/87) 8/87
Change	Note in lower left margin of chart to		

(continued on next page)

56	(Continued)			8/87
	Change	"Users should refer corrections, additions, and comments for improving this product to: DIRECTOR, DEFENSE MAPPING AGENCY HYDROGRAPHIC/ TOPOGRAPHIC CENTER, ATTN: PR, Washington, D.C. 20315-0030."		
★62	(INT 62)	2Ed. 8/4/84	NEW EDITION	(DMAHTC) 39/84
62	(INT 62)	2Ed. 8/4/84 LAST NM 39/84		(20(1318)85 Taunton) 31/85
	Add	Depth 55 meters		51°12'S 66°04'W
62	(INT 62)	2Ed. 8/4/84 LAST NM 31/85		(10(101)85 Valparaiso) 33/85
	Delete	Depths 33 meters		5°48.0'N 81°38.0'W
		33 meters		0°20.0'S 89°20.0'W
62	(INT 62)	2Ed. 8/4/84 LAST NM 33/85		(32(2137)85 Taunton) 39/85
	Delete	R Bn (AERO)		27°09'S 109°26'W
62	(INT 62)	2Ed. 8/4/84 LAST NM 39/85		(7(86)86 Valparaiso) 27/86
	Substitute	Racon for R Bn at light		43°36.0'S 74°49.0'W
62	(INT 62)	2Ed. 8/4/84 LAST NM 27/86		(34(2476)86 Taunton) 41/86
	Delete	R Bn (AERO)		27°11'S 109°24'W
★62	(INT 62)	2Ed. 8/4/84 LAST NM 41/86		(MCNM7785/86) 5/87
	Add	Superbuoy ODAS "32301", yellow, Fl(4) Y 20s		9°50.5'S 105°09.0'W
62	(INT 62)	2Ed. 8/4/84 LAST NM 5/87		(MCNM7952/87) 29/87
	Add	Depths 213 meters "Rep (1987)" (PA)		53°13.0'S 63°45.5'W
		180 meters "Rep (1987)" (PA)		53°02.7'S 63°36.6'W
62	(INT 62)	2Ed. 8/4/84 LAST NM 29/87		(3(269)88 Taunton) 15/88
	Delete	Depth 62 meters		6°44.0'S 81°20.0'W
62	(INT 62)	2Ed. 8/4/84 LAST NM 15/88		(5(31)88 Callao) 44/88
	Delete	R Bn at light		6°56'S 80°40'W
62	(INT 62)	2Ed. 8/4/84 LAST NM 44/88		(20(41)90 Brest) 36/90
	Substitute	Depth 937 meters for 1115 meters		26°48'S 114°40'W
	Add	Depth 553 meters		25°34'S 117°36'W
62	(INT 62)	2Ed. 8/4/84 LAST NM 36/90		(MCNM1000/90) 43/90
	Change	Legends to "Isla Isabela"		0°01.0'S 92°00.0'W
		"Isla Santa Cruz"		0°00.5'S 90°00.0'W
62	(INT 62)	2Ed. 8/4/84 LAST NM 43/90		(35(44)90 Brest) 5/91
	Delete	Depth 937 meters (See 36/90-62)		26°48'S 114°40'W
	Add	Depth 626 meters		26°46'S 114°29'W
62	(INT 62)	2Ed. 8/4/84 LAST NM 5/91		(1(71)91 Taunton) 8/91
	Add	Depth 391 meters (PA)		34°55'S 119°10'W
★62	(INT 62)	2Ed. 8/4/84 LAST NM 8/91		(MCNM1079/91) 13/91
	Add	Depth 532 meters "Rep (1990)"		4°25.2'S 109°58.3'W
63	24Ed. 12/18 LAST NM 1A/71			(MCNM7880/87) 8/87
	Change	Note in lower left margin of chart to "Users should refer corrections, additions, and comments for improving this product to: DIRECTOR, DEFENSE MAPPING AGENCY HYDROGRAPHIC/ TOPOGRAPHIC CENTER, ATTN: PR, Washington, D.C. 20315-0030."		
★70	(INT 70)	3Ed. 9/21/85	NEW EDITION	(DMAHTC) 50/85

70 (INT 70)	3Ed. 9/21/85 LAST NM 50/85		(42(2552)82 Taunton) 51/85
Substitute	Light symbol for position circle		22°12.0′S 48°01.0′E
	Note: Aero radiobeacon remains		
70 (INT 70)	3Ed. 9/21/85 LAST NM 51/85		(42(59)85 Brest) 2/86
Add	Depths 430 meters		42°37′S 42°12′E
	585 meters		42°44′S 42°36′E
70 (INT 70)	3Ed. 9/21/85 LAST NM 2/86		(10(744)86 Taunton) 25/86
Delete	Depth 155 meters		35°45′S 53°04′E
Add	Depth 140 meters		35°57′S 53°14′E
70 (INT 70)	3Ed. 9/21/85 LAST NM 25/86		(MCNM7777/86) 27/86
Add	Depth 549 meters "Rep (1977)" (PA)		8°07′S 59°52′E
70 (INT 70)	3Ed. 9/21/85 LAST NM 27/86		(15(195)86 Jakarta) 30/86
Substitute	Depth 9 meters for 11 meters		8°33′S 114°39′E
70 (INT 70)	3Ed. 9/21/85 LAST NM 30/86		(6(57)86 Cape Town) 35/86
Add	Light symbol and R Bn with legend "Jesser Pt"		27°33′S 32°42′E
70 (INT 70)	3Ed. 9/21/85 LAST NM 35/86		(MCNM7801/86; 31(482)86 Sydney) 37/86
Substitute	Depths 121 meters for 12 meters		25°30.0′S 47°22.5′E
	11 meters for 18 meters		47°58.0′S 71°31.0′E
Add	Depths 47 meters		47°57′S 70°24′E
	13 meters		47°56′S 71°07′E
70 (INT 70)	3Ed. 9/21/85 LAST NM 37/86		(MCNM7808/86) 40/86
Delete	Depth 682 meters		9°30′S 113°04′E
Add	Depth 682 meters "Rep"		9°29.0′S 110°33.4′E
70 (INT 70)	3Ed. 9/21/85 LAST NM 40/86		(MCNM7828/86) 43/86
Delete	R Bn (AERO)		7°15′S 72°25′E
70 (INT 70)	3Ed. 9/21/85 LAST NM 43/86		(24(46), 39(30)86 Brest) 50/86
Add	Depths 103 meters		48°23′S 68°05′E
	33 meters		48°13′S 69°59′E
	45 meters		48°42′S 69°59′E
	27 meters		48°18′S 70°21′E
	270 meters		46°13′S 42°33′E
70 (INT 70)	3Ed. 9/21/85 LAST NM 50/86		(2(38)87 Sydney) 11/87
Delete	Light symbol		10°31′S 105°40′E
70 (INT 70)	3Ed. 9/21/85 LAST NM 11/87		(3(46), 5(63)87 Sydney) 14/87
Add	Dotted-line circle "Discol water Rep (1986)"		32°42′S 99°35′E
	Depth 400 meters		36°41′S 78°52′E
70 (INT 70)	3Ed. 9/21/85 LAST NM 14/87		(35(2661)87 Taunton) 45/87
Add	Depth 602 meters		47°39′S 43°49′E
70 (INT 70)	3Ed. 9/21/85 LAST NM 45/87		(3(235)88 Taunton) 13/88
Add	Depth 29 meters (ED)		24°51′S 35°44′E
70 (INT 70)	3Ed. 9/21/85 LAST NM 13/88		(32(2446)88 Taunton) 41/88
Add	Depth 4 meters		7°26′S 56°52′E
70 (INT 70)	3Ed. 9/21/85 LAST NM 41/88		(33(2532)88 Taunton) 43/88
Substitute	Depth 168 meters "Rep (1988)" for 355 meters		39°00′S 77°41′E
70 (INT 70)	3Ed. 9/21/85 LAST NM 43/88		(41(3058)88 Taunton) 52/88
Delete	Depth 18 meters		6°20′S 56°21′E
Add	Depths 6 meters		5°27′S 57°03′E
	10 meters		6°20′S 56°04′E
70 (INT 70)	3Ed. 9/21/85 LAST NM 52/88		(47(380)88 Jakarta) 10/89
Add	R Bn		8°50′S 115°11′E
70 (INT 70)	3Ed. 9/21/85 LAST NM 10/89		(BA CH 4071) 13/89
Add	Platform		19°30.5′S 116°10.0′E
70 (INT 70)	3Ed. 9/21/85 LAST NM 13/89		(23(189)89 Jakarta) 33/89
Add	R Bn		7°47′S 109°38′E

70 (INT 70)	3Ed. 9/21/85 LAST NM 33/89		(30(2260)89 Taunton) 41/89
Add	Depths 18 meters		14°19′S 60°53′E
	28 meters		15°26′S 60°25′E
70 (INT 70)	3Ed. 9/21/85 LAST NM 41/89		(37(31)89 Brest) 49/89
Substitute	Depth 90 meters "Rep (1989)" for 168 meters		39°00′S 77°41′E
70 (INT 70)	3Ed. 9/21/85 LAST NM 49/89		(50(41)89 Brest) 22/90
Add	Depth 134 meters (ED)		46°14′S 52°04′E
70 (INT 70)	3Ed. 9/21/85 LAST NM 22/90		(31(2222)90 Taunton) 49/90
Add	Depth 761 meters		26°42′S 88°27′E
70 (INT 70)	3Ed. 9/21/85 LAST NM 49/90		(7(113)91 Sydney) 21/91
Delete	Danger circle "Obstr"		13°29′S 115°48′E
★**71** (INT 71)	3Ed. 6/28/86	NEW EDITION	(DMAHTC; 12(331)86 Dehra Dun) 34/86
Substitute	Depth 9 meters for 11 meters (Previously published 30/86)		8°32′S 114°36′E
Add	Depth 325 meters "Rep (1986)"		12°12′N 94°57′E
	Ligh: symbol		21°37′N 69°37′E
	Light symbol with legend "Mangrol (Previously published 32/86)		21°07′N 70°06′E
Add	Light symbol		10°30.8′N 92°30.8′E
71 (INT 71)	3Ed. 6/28/86 LAST NM 34/86		(MCNM7808/86; 14(376)86 Dehra Dun; (2383)86 Taunton) 40/86
Delete	Depth 682 meters		9°30′S 113°03′E
Add	Depths 682 meters (Rep)		9°29.0′S 110°33.4′E
	521 meters		11°13.5′S 52°39.0′E
	Light symbol		21°56.5′N 69°13.9′E
71 (INT 71)	3Ed. 6/28/86 LAST NM 40/86		(MCNM7828/86) 43/86
Delete	R Bn (AERO)		7°15′S 72°20′E
71 (INT 71)	3Ed. 6/28/86 LAST NM 43/86		(17(453)86 Dehra Dun) 47/86
Add	Light symbol with legend "Pulicat"		13°25′N 80°19′E
71 (INT 71)	3Ed. 6/28/86 LAST NM 47/86		(20(526)86 Dehra Dun) 3/87
Add	Light symbol with legend "Chetwai"		10°33′N 76°01′E
71 (INT 71)	3Ed. 6/28/86 LAST NM 3/87		(1(28)87 Dehra Dun) 17/87
Add	Light symbol with legend "Tekra"		22°56′N 70°07′E
71 (INT 71)	3Ed. 6/28/86 LAST NM 17/87		(11(847)87 Taunton) 21/87
Add	Depth 50 meters "Rep (1986)"		7°38′N 72°44′E
71 (INT 71)	3Ed. 6/28/86 LAST NM 21/87		(16(391)87 Dehra Dun) 48/87
Substitute	Depth 23 meters for 60 meters		19°00.4′N 69°54.4′E
71 (INT 71)	3Ed. 6/28/86 LAST NM 48/87		(8(215), 9(239)88 Dehra Dun) 28/88
Add	Light symbol		20°15′N 86°40′E
	Light symbol with legend "Anjengo"		8°40′N 76°46′E
71 (INT 71)	3Ed. 6/28/86 LAST NM 28/88		(26(1980)88 Taunton) 32/88
Add	R Bn at light		26°28′N 56°31′E
71 (INT 71)	3Ed. 6/28/86 LAST NM 32/88		(26(1980)88 Taunton) 36/88
Delete	R Bn at light (Cancels 32/88-71)		26°28′N 56°31′E
71 (INT 71)	3Ed. 6/28/86 LAST NM 36/88		(32(2446)88 Taunton) 41/88
Add	Depth 4 meters		7°26′S 56°52′E
71 (INT 71)	3Ed. 6/28/86 LAST NM 41/88		(36(27)88 Brest) 48/88
Add	Depth 191 meters		0°25′N 56°01′E
71 (INT 71)	3Ed. 6/28/86 LAST NM 48/88		(41(3058)88 Taunton) 52/88
Delete	Depth 18 meters		6°20′S 56°20′E
Add	Depths 6 meters		5°27′S 57°03′E
	10 meters		6°20′S 56°04′E

71 (INT 71)	3Ed. 6/28/86 LAST NM 52/88		(47(373, 380)88 Jakarta) 10/89
Add	R Bns		5°54′N 95°20′E
			8°50′S 115°11′E
71 (INT 71)	3Ed. 6/28/86 LAST NM 10/89		(MCNM1033/89) 11/89
Substitute	Depth 480 meters for 503 meters		4°54.0′N 93°12.0′E
71 (INT 71)	3Ed. 6/28/86 LAST NM 11/89		(BA CH 4071) 13/89
Add	Platform		19°30.5′S 116°10.0′E
71 (INT 71)	3Ed. 6/28/86 LAST NM 13/89		(23(189)89 Jakarta) 33/89
Add	R Bn		7°47′S 109°38′E
71 (INT 71)	3Ed. 6/28/86 LAST NM 33/89		(30(2260)89 Taunton) 41/89
Add	Depths 18 meters		14°19′S 60°53′E
	28 meters		15°26′S 60°25′E
71 (INT 71)	3Ed. 6/28/86 LAST NM 41/89		(MCNM1114/89) 44/89
Add	Depth 212 meters "Rep (1989)" (PA)		13°28.2′N 94°05.0′E
71 (INT 71)	3Ed. 6/28/86 LAST NM 44/89		(1(1)90 Jakarta) 11/90
Add	Light flare symbol		5°30.0′N 95°15.0′E
71 (INT 71)	3Ed. 6/28/86 LAST NM 11/90		(10(207)90 Dehra Dun) 34/90
Add	Depth 380 meters		13°49′N 73°06′E
71 (INT 71)	3Ed. 6/28/86 LAST NM 34/90		(7(113)91 Sydney) 21/91
Delete	Dotted-line circle "Obstr (1978)"		13°28′S 115°51′E
★72 (INT 72)	3Ed. 6/14/86 NEW EDITION		(DMAHTC) 33/86
Delete	Depth 155 meters (PA)		35°50′S 53°15′E
	(Previously published 25/86)		
Add	Depth 140 meters		35°57′S 53°14′E
	(Previously published 25/86)		
Add	Depths 444 meters (PA)		11°55′N 44°42′E
	549 meters "Rep (1977)" (PA)		8°07′S 59°52′E
	(Previously published 27/86)		
Add	Light symbol		21°37′N 69°37′E
	Light symbol with legend "Mangrol"		21°07′N 70°06′E
	(Previously published 32/86)		
72 (INT 72)	3Ed. 6/14/86 LAST NM 33/86		(6(57)86 Cape Town) 35/86
Add	Light symbol and R Bn with legend "Jesser Pt"		27°33′S 32°42′E
72 (INT 72)	3Ed. 6/14/86 LAST NM 35/86		(31(482)86 Sydney; (36(2363)84 Taunton; MCNM7801/86) 37/86
Substitute	Depth 11 meters for 18 meters		47°58′S 71°31′E
Add	Depths 13 meters		47°56.0′S 71°07.0′E
	47 meters		47°57.0′S 70°24.0′E
	121 meters		25°30.0′S 47°22.5′E
72 (INT 72)	3Ed. 6/14/86 LAST NM 37/86		(14(376)86 Dehra Dun; 33(23283)86 Taunton) 40/86
Add	Light symbol		21°56.5′N 69°13.9′E
	Depth 521 meters		11°13.5′N 52°39.0′E
72 (INT 72)	3Ed. 6/14/86 LAST NM 40/86		(MCNM7828/86) 43/86
Delete	R Bn (AERO)		7°15′S 72°20′E
72 (INT 72)	3Ed. 6/14/86 LAST NM 43/86		(24(46)86 Brest) 50/86
Add	Depths 103 meters		48°23′S 68°05′E
	33 meters		48°13′S 69°59′E
	45 meters		48°42′S 69°59′E
	27 meters		48°18′S 70°21′E
72 (INT 72)	3Ed. 6/14/86 LAST NM 50/86		(35(2661)87 Taunton) 45/87
Add	Depth 602 meters		47°39′S 43°49′E
72 (INT 72)	3Ed. 6/14/86 LAST NM 45/87		(16(391)87 Dehra Dun) 48/87
Substitute	Depth 23 meters for 60 meters		19°00.4′N 69°54.4′E
72 (INT 72)	3Ed. 6/14/86 LAST NM 48/87		(3(235)88 Taunton) 13/88
Add	Depth 29 meters (ED)		24°51′S 35°44′E
72 (INT 72)	3Ed. 6/14/86 LAST NM 13/88		(26(1980)88 Taunton) 32/88
Delete	R Bn at light		26°29′N 56°32′E

72	(INT 72) Add	3Ed. 6/14/86 LAST NM 32/88 Depth 4 meters		(32(2446)88 Taunton) 41/88 7°26'S 56°52'E
72	(INT 72) Delete	3Ed. 6/14/86 LAST NM 41/88 Depths 18 meters		(41(3058)88 Taunton) 52/88 6°20'S 56°20'E
	Add	Depths 6 meters 10 meters		5°27'S 57°03'E 6°20'S 56°04'E
72	(INT 72) Add	3Ed. 6/14/86 LAST NM 52/88 Depths 18 meters 28 meters		(30(2260)89 Taunton) 41/89 14°19'S 60°53'E 15°26'S 60°25'E
72	(INT 72) Add	3Ed. 6/14/86 LAST NM 41/89 Depth 134 meters (ED)		(50(41)89 Brest) 22/90 46°14'S 52°04'E
72	(INT 72) Add	3Ed. 6/14/86 LAST NM 22/90 Depth 380 meters		(10(207)90 Dehra Dun) 34/90 13°49'N 73°06'E
72	(INT 72) Substitute	3Ed. 6/14/86 LAST NM 34/90 Depth 26 meters for 29 meters		(26(1851)90 Taunton) 47/90 35°02'S 19°56'E
★73	(INT 73) Delete	3Ed. 5/18/91 Dotted-line circle "Obstn (1978)" (Previously published 21/91)	NEW EDITION	(DMAHTC) 30/91 13°28'S 115°48'E
74	18Ed. 12/21 LAST NM 1A/71 Add	Note in lower left margin of chart "Users should refer corrections, additions and comments for improving this product to: DIRECTOR, DEFENSE MAPPING AGENCY HYDROGRAPHIC/ TOPOGRAPHIC CENTER, ATTN: PR, Washington, D.C. 20315-0030."		(MCNM7880/87) 8/87
★76	24Ed. 6/21/86		NEW EDITION	(DMAHTC) 37/86
76	24Ed. 6/21/86 LAST NM 37/86 Change	Standard time Uruguay to plus (+) 2 hours		(12(54)87 Montevideo) 17/88 33°00'S 56°00'W
80	6Ed. 6/48 LAST NM 1A/71 Change	Note in lower left margin of chart to "Users should refer corrections, additions, and comments for improving this product to: DIRECTOR, DEFENSE MAPPING AGENCY HYDROGRAPHIC/ TOPOGRAPHIC CENTER, ATTN: PR, Washington, D.C. 20315-0030."		(MCNM7880/87) 5/87
★90	4Ed. 10/1/56 LAST NM 1A/71 Change	Note in lower left margin of chart to "Users should refer corrections, additions, and comments for improving this product to: DIRECTOR, DEFENSE MAPPING AGENCY HYDROGRAPHIC/ TOPOGRAPHIC CENTER, ATTN: PR, Washington, D.C. 20315-0030."		(MCNM7880/87) 5/87
★100	(INT 100)	1Ed. 1/9/82	NEW CHART	(DMAHTC) 13/82
100	(INT 100) Substitute	1Ed. 1/9/82 LAST NM 13/82 Depth 123 meters for 160 meters		(9(508)82 Taunton) 19/82 73°30.0'N 9°08.0'W

100 (INT 100) Delete	1Ed. 1/9/82 LAST NM 19/82 R Bns		(BA RA) 14/86 69°08.9′N 15°54.0′E 74°29.1′N 19°04.0′E 70°58.4′N 8°29.7′W
100 (INT 100) Delete	1Ed. 1/9/82 LAST NM 14/86 R Bn at light		(9(724)86 Stavanger) 27/86 69°20′N 16°06′E
★**101** (INT 101) Add	2Ed. 9/8/90 NEW EDITION R Bn at light		(DMAHTC; BA RA) 45/90 63°50′N 16°37′W
★**102** (INT 102) Delete	4Ed. 9/8/90 NEW EDITION Depth 70 meters		(DMAHTC; MCNM1021/90) 45/90 59°33′N 28°10′W
★**103** (INT 103) Delete	5Ed. 8/25/90 NEW EDITION Depth 585 meters (Previously published 38/90)		(DMAHTC; BA RA) 41/90 37°52.0′N 24°34.5′W
Delete	R Bn (AERO)		43°22′N 3°33′W 42°08′N 8°39′W 41°19′N 8°41′W 38°54′N 9°00′W 38°40′N 8°37′W 37°10′N 8°35′W 35°48′N 5°49′W
★**104** (INT 104) Delete	4Ed. 9/1/90 NEW EDITION Depth 585 meters (Previously published 38/90)		(DMAHTC; BA RA; BA LL) 44/90 37°52′N 24°35′W
Delete	R Bns (AERO) (AERO) (AERO) Legend "(exting)"		35°47′N 5°48′W 27°48′N 17°54′W 11°51′N 16°19′W 9°31′N 13°41′W 23°40′N 16°08′W
Add	R Bns (AERO) (AERO) Light flare symbol to light star		28°56′N 13°37′W 28°03′N 16°33′W 15°20′N 23°45′W 16°52′N 24°55′W 23°44′N 15°57′W
★**105** (INT 209) Change	3Ed. 9/1/90 NEW EDITION DMA stock number "DMA STOCK NO WOAGN209" to "DMA STOCK NO WOAGN105" in lower left margin of chart		(DMAHTC) 43/90
Add	DMA chart number "105" in margins (4) of chart		
105 (INT 209) Delete	3Ed. 9/1/90 LAST NM 43/90 Depth 18 meters (ED)		(34(2403)90 Taunton) 51/90 5°29′N 0°36′E
105 (INT 209) Delete	3Ed. 9/1/90 LAST NM 51/90 Depth 3453 meters		(7(499)91 Taunton) 18/91 9°37′S 0°33′W
Add	Depths 701 meters 661 meters		6°28′S 1°12′E 9°30′S 0°28′W
★**106** (INT 215)	1Ed. 6/10/78 NEW CHART		(DMAHC) 30/78
106 (INT 215) Delete	1Ed. 6/10/78 LAST NM 30/78 R Bn		(22(310)78 Rio de Janeiro) 7/79 5°07.5′S 36°50.0′W
Substitute	Depths 33 meters for 23 meters 48 meters for 53 meters		8°41.0′S 34°49.0′W 3°52.0′S 32°37.0′W
106 (INT 215) Delete	1Ed. 6/10/78 LAST NM 7/79 Depth 260 meters		(23(323)78 Rio de Janeiro) 14/79 4°05.0′S 35°57.0′W
Add	Depth 241 meters		4°00.0′S 35°59.0′W

106 (INT 215)	1Ed. 6/10/78 LAST NM 14/79		(23(324)78 Rio de Janeiro) 15/79
Add	Depth 275 meters		3°37.5′S 36°46.0′W
106 (INT 215)	1Ed. 6/10/78 LAST NM 15/79		(38(48)79 Brest) 47/79
Delete	Depths 40 meters		16°25′N 22°57′W
	177 meters		16°20′N 22°27′W
	26 meters		16°07′N 22°32′W
106 (INT 215)	1Ed. 6/10/78 LAST NM 47/79		(34(3399)78 Hamburg) 18/81
Add	Depth 12.6 meters "Rep (1978)"		9°04′N 15°11′W
106 (INT 215)	1Ed. 6/10/78 LAST NM 18/81		(44(4348)78 Hamburg) 23/81
Delete	Depth 12.6 meters "Rep (1978)" (Supersedes 18/81-106)		9°04′N 15°11′W
106 (INT 215)	1Ed. 6/10/78 LAST NM 23/81		(NVS6404/81) 24/81
Add	Depth 9 meters "Rep (1980)" (PA)		3°58′S 35°48′W
106 (INT 215)	1Ed. 6/10/78 LAST NM 24/81		(15(132)81; 1(18)82 Rio de Janeiro) 21/82
Delete	Depth 275 meters		3°37.5′S 36°46.0′W
Substitute	Depths 1853 meters for 483 meters		0°59.8′N 30°13.5′W
	2721 meters for 272 meters		1°10.0′N 30°19.0′W
Add	Depth 275 meters		3°38.5′S 36°42.8′W
106 (INT 215)	1Ed. 6/10/78 LAST NM 21/82		(44(2674)82 Taunton) 2/83
Delete	R Bn (AERO)		13°20′N 16°39′W
106 (INT 215)	1Ed. 6/10/78 LAST NM 2/83		(NVS6978/83) 31/83
Add	Depth 48 meters		3°26.1′S 35°02.8′W
106 (INT 215)	1Ed. 6/10/78 LAST NM 31/83		(14(119)83 Rio de Janeiro) 43/83
Relocate	R Bn (AERO) close NNE to		8°02′S 34°57′W
106 (INT 215)	1Ed. 6/10/78 LAST NM 43/83		(42(2704)83 Taunton) 50/83
Delete	Depth 79 meters		16°55′N 23°32′W
106 (INT 215)	1Ed. 6/10/78 LAST NM 50/83		(45(2902, 2904)83 Taunton) 53/83
Delete	Depth 100 meters		17°08′N 21°54′W
Add	Depths 93 meters		17°11.7′N 21°58.1′W
	427 meters		15°44.6′N 22°10.3′W
106 (INT 215)	1Ed. 6/10/78 LAST NM 53/83		(NVS7266/84) 23/84
Delete	Depth 256 meters		8°24′S 16°55′W
Add	Depth 256 meters		8°28.8′S 17°04.6′W
106 (INT 215)	1Ed. 6/10/78 LAST NM 23/84		(DMAHTC) 44/85
Add	Chartlet, depicting changes in hydrography and topography, from back of Section I		4°00′S 35°00′W
106 (INT 215)	1Ed. 6/10/78 LAST NM 44/85		(HNNM7637/85) 52/85
Change	International chart number "INT 106" to "INT 215" in margins (4) of chart		
	Legends to		
	"CONTINUED ON INT 216"		4°00′N 36°57′W
	"CONTINUED ON INT 209"		3°30′N 14°03′W
106 (INT 215)	1Ed. 6/10/78 LAST NM 52/85		(2(24)86 Rio de Janeiro) 14/86
Substitute	Abandoned submarine cable for submarine cable between		8°03.0′S 34°4[illegible].0′W
			16°44.0′N 25°12.0′W
	between		7°58.0′S 34°47.0′W
			16°40.0′N 25°12.0′W
Add	Submarine cable joining		8°08.3′S 34°54.2′W
			8°11.6′S 34°18.5′W
			8°04.3′S 33°41.3′W
			7°47.5′S 33°03.4′W
			2°54.5′S 29°28.6′W
			1°51.5′S 28°59.3′W
			0°17.1′N 27°43.6′W
			0°37.6′N 27°24.0′W

(continued on next page)

106	(Continued) Add		14/86 1°05.2′N 27°14.5′W 6°00.2′N 23°57.9′W 6°56.0′N 23°49.4′W 7°36.1′N 23°09.5′W 14°05.1′N 18°59.6′W 14°38.5′N 17°25.0′W
106	(INT 215) Delete	1Ed. 6/10/78 LAST NM 14/86 R Bn (AERO)	(DMAHTC) 16/86 16°02′N 16°28′W
106	(INT 215) Delete	1Ed. 6/10/78 LAST NM 16/86 Depth 478 meters	(17(1277)86 Taunton) 27/86 9°17′N 21°20′W
	Add	Depth 215 meters "Rep (1986)"	9°15.5′N 21°19.9′W
106	(INT 215) Add	1Ed. 6/10/78 LAST NM 27/86 submarine cable joining	(17(E253)86 Rio de Janeiro) 44/86 8°09.5′S 34°54.0′W 8°12.8′S 34°48.5′W 8°09.0′S 34°24.0′W 8°06.3′S 34°05.3′W 7°24.0′S 33°25.0′W
		joining	8°08.3′S 34°54.2′W 8°11.6′S 34°18.5′W 8°08.0′S 33°54.0′W 7°47.5′S 33°03.4′W
106	(INT 215) Add	1Ed. 6/10/78 LAST NM 44/86 Depth 110 meters enclosed by depth contour (200-meter) "Rep (1986)"	(18(N277)86 Rio de Janeiro) 1/87 4°44.5′S 35°10.4′W
106	(INT 215) Delete	1Ed. 6/10/78 LAST NM 1/87 R Bn (AERO)	(10(G152)89 Rio de Janeiro) 40/89 8°02′S 34°57′W
106	(INT 215) Substitute	1Ed. 6/10/78 LAST NM 40/89 Depth 80 meters for 110 meters "Rep (1986)"	(13(N192, N193)89 Rio de Janeiro) 6/90 4°45′S 35°11′W
	Add	Depth 17 meters enclosed by danger circle "Rep (1989)" (See 44/85-106)	4°42′S 35°31′W
★**107**	(INT 216)	3Ed. 3/2/85 NEW EDITION	(DMAHTC) 19/85
107	(INT 216) Add	3Ed. 3/2/85 LAST NM 19/85 Chartlet, depicting changes in hydrography and topography, from back of Section I	(DMAHTC) 44/85 3°00′S 38°00′W
107	(INT 216) Change	3Ed. 3/2/85 LAST NM 44/85 International chart number "INT 107" to "INT 216" in margins (5) of chart	(HNNM7637/85) 52/85
107	(INT 216) Delete	3Ed. 3/2/85 LAST NM 52/85 Depth 54 meters	(23(259)85 Rio de Janeiro) 6/86 3°11.0′S 38°17.0′W
	Substitute	Depth 40 meters for depth 44 meters	1°40.0′S 38°08.0′W
107	(INT 216) Delete	3Ed. 3/2/85 LAST NM 6/86 Depth 11 meters	(2(176)86 Taunton) 12/86 14°35′N 60°46′W
	Add	Depth 15 meters	14°34′N 60°46′W
107	(INT 216) Substitute	3Ed. 3/2/85 LAST NM 12/86 Abandoned submarine cable for submarine cable joining	(2(175)86 Taunton; 2(24)86 Rio de Janeiro) 14/86 8°00.0′S 34°42.0′W 3°47.5′S 28°15.0′W 0°20.0′S 28°00.0′W
		between	8°00.0′S 34°50.0′W 9°00.0′N 28°00.0′W
	Add	Submarine cable joining	8°00.0′S 33°25.0′W 7°47.5′S 33°03.5′W 2°55.0′S 29°29.0′W 1°52.0′S 28°59.0′W 0°20.0′S 28°00.0′W
		Depth 33 meters	5°28.0′N 51°39.0′W

107	(INT 216) Substitute	3Ed. 3/2/85 LAST NM 14/86 Depth 10 meters (PA) for 16 meters	(12(159)86 Rio de Janeiro) 35/86 3°18.0′N 48°07.0′W
107	(INT 216) Delete	3Ed. 3/2/85 LAST NM 35/86 Depth 118 meters (PD)	(17(1276)86 Taunton) 39/86 4°14′S 34°50′W
107	(INT 216) Add	3Ed. 3/2/85 LAST NM 39/86 Submarine cables between	(17(E253)86 Rio de Janeiro) 44/86 7°24.0′S 33°25.0′W 8°00.0′S 34°00.0′W
		between	7°47.5′S 33°03.4′W 8°00.0′S 33°36.0′W
107	(INT 216) Add	3Ed. 3/2/85 LAST NM 44/86 Depth 110 meters enclosed by depth contour (200 meters) "Rep (1986)"	(18(N277)86 Rio de Janeiro) 52/86 4°44.5′S 35°10.4′W
107	(INT 216) Add	3Ed. 3/2/85 LAST NM 52/86 Legend "(ED)" to depth 78 meters	(53(61)87 Brest) 26/88 6°28′N 52°18′W
107	(INT 216) Add	3Ed. 3/2/85 LAST NM 26/88 Depth 159 meters (See 44/85-107)	(MCNM8136/88) 36/88 3°29.2′S 37°29.5′W
107	(INT 216) Add	3Ed. 3/2/85 LAST NM 36/88 Depth 22 meters enclosed by danger circle (PA)	(12(N183)88 Rio de Janeiro) 38/88 4°53′S 35°01′W
107	(INT 216) Delete	3Ed. 3/2/85 LAST NM 38/88 R Bns (AERO)	(10(G152)89 Rio de Janeiro) 40/89 1°23′S 48°28′W 3°34′S 39°17′W 5°12′S 37°21′W
		(See 44/85-107)	
107	(INT 216) Delete	3Ed. 3/2/85 LAST NM 40/89 Depth 143 meters and enclosing depth contour	(MCNM1032/90) 28/90 7°46.0′N 56°49.0′W
107	(INT 216) Delete	3Ed. 3/2/85 LAST NM 28/90 Depths 9 meters 9 meters "(1980)" (PA)	(27(1940)90 Taunton) 39/90 3°50′S 35°57′W 3°58′S 35°48′W
107	(INT 216) Add	3Ed. 3/2/85 LAST NM 39/90 Depth 290 meters	(20(N303)89 Rio de Janeiro) 46/90 0°41 4′S 42°09.0′W
107	(INT 216) Add	3Ed. 3/2/85 LAST NM 46/90 Depth 63 meters (ED)	(MCNM1062/90) 52/90 3°39.0′N 48°09.0′W
★**108**	(INT 108)	8Ed. 12/22/84 NEW EDITION	(DMAHTC) 8/85
108	(INT 108) Delete	8Ed. 12/22/84 LAST NM 8/85 R Bn (AERO)	(DMAHTC) 11/85 20°22′N 74°30′W
108	(INT 108) Relocate	8Ed. 12/22/84 LAST NM 11/85 Buoy "44011" close SE to and change shape to superbuoy (ODAS)	(10/85 CG1) 14/85 41°03′N 66°34′W
108	(INT 108) Delete	8Ed. 12/22/84 LAST NM 14/85 Depth 27 meters	(NVS7456/85) 25/85 17°27′N 76°16′W
	Add	Depth 26 meters enclosed by danger circle	17°27′N 76°20′W
108	(INT 108) Substitute	8Ed. 12/22/84 LAST NM 25/85 Superbuoy (LANBY) "N", R Bn for lightship "NANTUCKET"	(35/85 CG1, HNNM06/85) 40/85 40°30′N 69°26′W
	Add	Danger circle "Unexploded Ordnance"	29°47′N 79°51′W
108	(INT 108) Delete	8Ed. 12/22/84 LAST NM 40/85 R Bn	(37/85 CG7) 42/85 18°26.0′N 66°07.0′W
108	(INT 403) Change	8Ed. 12/22/84 LAST NM 42/85 International chart number "INT 108" to "INT 403" in margins (4) of chart	(HNNM7637/85) 52/85
108	(INT 403) Relocate	8Ed. 12/22/84 LAST NM 52/85 Buoy "44011" close NW to	(14/86 CG1) 19/86 41°04′N 66°36′W

108	(INT 403)	8Ed. 12/22/84 LAST NM 19/86	(24/86 CG7) 30/86
	Relocate	Buoy "41002" close SW to	32°14'32"N 75°19'22"W
		and change to Y, Fl(4) Y 20s	
108	(INT 403)	8Ed. 12/22/84 LAST NM 30/86	(1/85 CG1) 6/87
	Add	Danger circle "Unexploded Torpedo" (PA)	42°15.0'N 69°08.0'W
108	(INT 403)	8Ed. 12/22/84 LAST NM 6/87	(MCNM7901/87) 10/87
	Delete	Danger circle "Unexploded ordnance"	34°12.5'N 76°33.0'W
108	(INT 403)	8Ed. 12/22/84 LAST NM 10/87	(MCNM7932/87) 15/87
	Delete	Depth 46 meters	22°10'N 74°20'W
108	(INT 403)	8Ed. 12/22/84 LAST NM 15/87	(MCNM8057/88) 9/88
	Add	Rock awash	22°00'N 76°09'W
108	(INT 403)	8Ed. 12/22/84 LAST NM 9/88	(MCNM8078/88) 15/88
	Delete	Depths 27 meters	17°16.0'N 75°24.0'W
		27 meters	17°20.0'N 75°18.0'W
	Add	Depths 56 meters	17°15.3'N 75°24.5'W
		24.5 meters	17°12.9'N 75°25.0'W
108	(INT 403)	8Ed. 12/22/84 LAST NM 15/88	(Can CH 4006) 25/88
	Add	R Bn at light	43°46'N 69°18'W
		Dangerous wreck (PA)	41°17'N 67°50'W
108	(INT 403)	8Ed. 12/22/84 LAST NM 25/88	(MCNM8123/88) 32/88
	Substitute	Depth 389 meters for 438 meters	20°50'N 74°01'W
108	(INT 403)	8Ed. 12/22/84 LAST NM 32/88	(27/88 CG1) 35/88
	Relocate	Buoy "44005" (42°41'N 68°17'W) to	42°39'N 68°34'W
108	(INT 403)	8Ed. 12/22/84 LAST NM 35/88	(33/88 CG7) 41/88
	Add	Superbuoy ODAS "41009", yellow, Fl(4) Y 20s	28°30.1'N 80°11.0'W
108	(INT 403)	8Ed. 12/22/84 LAST NM 41/88	(MCNM8169/88) 50/88
	Delete	Depth 112 meters	17°24'N 71°44'W
108	(INT 403)	8Ed. 12/22/84 LAST NM 50/88	(47/88 CG7) 3/89
	Relocate	R Bn (26°57'N 80°05'W) to	27°04'N 80°07'W
108	(INT 403)	8Ed. 12/22/84 LAST NM 3/89	(12/89 CG5) 16/89
	Delete	R Bn	35°46'N 75°31'W
108	(INT 403)	8Ed. 12/22/84 LAST NM 16/89	(16(373)89 Ottawa) 27/89
	Delete	R Bn at light	44°36'N 66°54'W
108	(INT 403)	8Ed. 12/22/84 LAST NM 27/89	(24/89 CG7) 31/89
	Delete	R Bn at light	17°59'N 65°53'W
108	(INT 403)	8Ed. 12/22/84 LAST NM 31/89	(30(652)89 Ottawa) 36/89
	Delete	R Bn at light	44°50'N 62°21'W
108	(INT 403)	8Ed. 12/22/84 LAST NM 36/89	(31(667)89 Ottawa; MCNM1102/89) 38/89
	Delete	R Bn at light	43°59'N 64°40'W
	Add	Depth 16 meters	21°49'N 76°19'W
108	(INT 403)	8Ed. 12/22/84 LAST NM 38/89	(32(689)89 Ottawa) 43/89
	Delete	R Bn at light	44°19'N 64°10'W
108	(INT 403)	8Ed. 12/22/84 LAST NM 43/89	(MCNM1000/90) 24/90
	Delete	Superbuoy ODAS "41006"	29°17.0'N 77°18.0'W
	Add	Superbuoy ODAS "41006" Y, Fl(4) Y 20s	29°18.1'N 77°22.9'W
108	(INT 403)	8Ed. 12/22/84 LAST NM 24/90	(MCNM1058/90) 51/90
	Delete	Depths 75 meters	18°50'N 68°24'W
		9 meters	18°29'N 68°19'W
		60 meters	18°53'N 68°12'W
		22 meters (PA)	18°33'N 68°08'W
108	(INT 403)	8Ed. 12/22/84 LAST NM 51/90	(MCNM1098/91) 22/91
	Relocate	Superbuoys ODAS	
		"41002" (32°14.5'N 75°19.4'W) to	32°17.7'N 75°14.4'W
		"44011" (41°04.0'N 66°36.0'W)	41°03.6'N 66°33.3'W
		"44004" close E	38°30.0'N 70°38.6'W

(continued on next page)

108	(Continued)			22/91
	Add	Superbuoys, each ODAS Y, Fl(4) Y 20s		
		"44014"		36°35.0'N 74°50.0'W
		"44023"		37°32.1'N 74°23.5'W
108	(INT 403)	8Ed. 12/22/84 LAST NM 22/91		(MCNM1098/91) 23/91
	Add	Superbuoys, each ODAS Y, Fl(4) Y 20s		
		"41008"		30°43.8'N 81°04.8'W
		"41010"		28°52.8'N 78°32.0'W
108	(INT 403)	8Ed. 12/22/84 LAST NM 23/91		(MCNM1098/91) 25/91
	Delete	Superbuoy ODAS "44023"		37°32.1'N 74°23.5'W
		(See 22/91-108)		
	Relocate	Superbuoy ODAS "41001" close E to		34°53.7'N 72°51.5'W
	Add	Superbuoy ODAS "44025" Y, Fl(4) Y 20s		40°15.0'N 73°10.0'W
108	(INT 403)	8Ed. 12/22/84 LAST NM 25/91		(MCNM1098/91; 24/91 CG5) 28/91
	Delete	R Bn from superbuoy LANBY		38°47'N 74°39'W
	Add	Superbuoys, each ODAS Y, Fl(5) Y 20s		
		"44137"		41°12'N 61°08'W
		"44142"		42°30'N 64°12'W
108	(INT 403)	8Ed. 12/22/84 LAST NM 28/91		(24/91 CG7) 31/91
	Relocate	R Bn (25°45.7'N 80°08.0'W) to		25°44.0'N 80°09.6'W
108	(INT 403)	8Ed. 12/22/84 LAST NM 31/91		(28/91 CG7) 35/91
	Relocate	Superbuoy ODAS "41009" close SE to		28°30.0'N 80°10.8'W
★**109**	(INT 404)	4Ed. 7/27/85 NEW EDITION		(DMAHTC; 35/85 CG1) 42/85
	Substitute	Superbuoy (LANBY) "N", R Bn for lightship "NANTUCKET"		40°30'N 69°26'W
109	(INT 404)	4Ed. 7/27/85 LAST NM 42/85		(HNNM7637/85) 52/85
	Change	International chart number "INT 109" to "INT 404" in margins (5) of chart		
109	(INT 404)	4Ed. 7/27/85 LAST NM 52/85		(14/86 CG1) 19/86
	Relocate	Buoy "44011" close NW to		41°04'N 66°36'W
109	(INT 404)	4Ed. 7/27/85 LAST NM 19/86		(23/84, 31/85 CG1) 21/86
	Delete	Buoy "44003"		40°48'N 68°30'W
	Add	Dangerous wreck (PA)		41°15.5'N 67°49.2'W
109	(INT 404)	4Ed. 7/27/85 LAST NM 21/86		(1/85 CG1) 6/87
	Add	Danger circle "Unexploded Torpedo" (PA)		42°15.0'N 69°08.0'W
109	(INT 404)	4Ed. 7/27/85 LAST NM 6/87		(23(385-387)87 Ottawa) 30/87
	Delete	Purple circle at lights		52°00'N 55°17'W
				50°00'N 55°20'W
				51°19'N 56°42'W
109	(INT 404)	4Ed. 7/27/85 LAST NM 30/87		(25(438)87 Ottawa) 33/87
	Delete	Purple circle at light		51°28'N 56°50'W
109	(INT 404)	4Ed. 7/27/85 LAST NM 33/87		(23(444)88 Ottawa) 33/88
	Delete	R Bn at light		50°05'N 61°44'W
109	(INT 404)	4Ed. 7/27/85 LAST NM 33/88		(31(587)88 Ottawa) 42/88
	Add	Wreck		47°07'N 57°49'W
109	(INT 404)	4Ed. 7/27/85 LAST NM 42/88		(45(866, 867)88 Ottawa) 4/89
	Delete	R Bns at light		50°13'N 64°12'W
				50°05'N 66°23'W
109	(INT 404)	4Ed. 7/27/85 LAST NM 4/89		(1(47)89 Ottawa) 13/89
	Delete	R Bn at light		46°40.3'N 64°42.7'W
109	(INT 404)	4Ed. 7/27/85 LAST NM 13/89		(10(237)89 Ottawa) 17/89
	Delete	R Bn at light		47°32'N 52°38'W
109	(INT 404)	4Ed. 7/27/85 LAST NM 17/89		(16(373)89 Ottawa) 27/89
	Delete	R Bn at light		44°36'N 66°54'W
109	(INT 404)	4Ed. 7/27/85 LAST NM 27/89		(30(652)89 Ottawa) 36/89
	Delete	R Bn at light		44°50'N 62°21'W

109 (INT 404) Delete	4Ed. 7/27/85 LAST NM 36/89 R Bn at lights	(31(662, 666, 667, 670)89 Ottawa) 38/89 43°37′N 65°16′W 45°06′N 61°33′W 43°59′N 64°40′W 46°16′N 60°08′W	WORLD AND OCEAN
109 (INT 404) Delete	4Ed. 7/27/85 LAST NM 38/89 R Bn at light	(32(689)89 Ottawa) 43/89 44°19′N 64°10′W	
109 (INT 404) Add	4Ed. 7/27/85 LAST NM 43/89 Depth 18 meters Wk enclosed by danger circle	(33(707)89 Ottawa) 44/89 45°46′N 54°19′W	
109 (INT 404) Relocate	4Ed. 7/27/85 LAST NM 44/89 Superbuoys ODAS "44011" (41°04.0′N 66°36.0′W) to "44005" close SW	(MCNM1098/91) 22/91 41°03.6′N 66°33.3′W 42°39.0′N 68°33.6′W	
109 (INT 404) Add	4Ed. 7/27/85 LAST NM 22/91 Superbuoy ODAS "44025" Y, Fl(4) Y 20s	(MCNM1098/91) 25/91 40°15.0′N 73°10.0′W	
109 (INT 404) Add	4Ed. 7/27/85 LAST NM 25/91 Superbuoys, each ODAS Y, Fl(5) Y 20s "44141" "44137" "44139" "44140" "44142"	(MCNM1098/91) 28/91 42°04.0′N 56°09.1′W 41°11.6′N 61°07.8′W 44°19.2′N 57°21.2′W 42°43.8′N 50°36.4′W 42°29.6′N 64°12.0′W	
★**110** (INT 405)	1Ed. 12/10/77 NEW CHART	(DMAHC) 5/78	
110 (INT 405) Add	1Ed. 12/10/77 LAST NM 5/78 Depth 422 meters	(36(2058)78 Taunton) 42/78 56°31′N 34°00′W	
110 (INT 405) Add	1Ed. 12/10/77 LAST NM 42/78 Depth 37 meters "Rep (1978)" (PA)	(48(1082)78 Ottawa) 8/79 54°10.2′N 56°18.2′W	
110 (INT 405) Add	1Ed. 12/10/77 LAST NM 8/79 Depth 156 meters "Rep (1979)"	(39(2357)79 Taunton) 47/79 59°45.3′N 46°08.8′W	
110 (INT 405) Add	1Ed. 12/10/77 LAST NM 47/79 Dangerous submerged rock Depths 62 meters 84 meters 93 meters 79 meters	(Can CH 5001) 41/84 60°26′N 46°07′W 61°57′N 50°28′W 61°22′N 50°03′W 61°05′N 49°27′W 60°52′N 49°18′W	
110 (INT 405) Delete	1Ed. 12/10/77 LAST NM 41/84 R Bns	(27(601,608,614)84 Ottawa) 42/84 53°31′N 55°45′W 54°28′N 56°56′W 55°14′N 59°09′W	
110 (INT 405) Change	1Ed. 12/10/77 LAST NM 42/84 International chart number "INT 110" to "INT 405" in margins (5) of chart	(HNNM7637/85) 52/85	
110 (INT 405) Delete	1Ed. 12/10/77 LAST NM 52/85 Purple circle at lights	(23(385, 386)87 Ottawa) 30/87 52°00′N 55°16′W 51°19′N 56°45′W	
110 (INT 405) Delete	1Ed. 12/10/77 LAST NM 30/87 Purple circle at light	(25(438)87 Ottawa) 33/87 51°28′N 56°50′W	
110 (INT 405) Change	1Ed. 12/10/77 LAST NM 33/87 Note to "NOTE For information concerning important navigational information consult DMAHTC publications 117 Radio Navigational Aids, 111 List of Lights, and Sailing Directions." 51°35′N 62°50′W	(MCNM7926/87) 42/87	
110 (INT 405) Add	1Ed. 12/10/77 LAST NM 42/87 Rock awash	(11(247)89 Ottawa) 26/89 60°37′N 64°24′W	
110 (INT 405) Substitute	1Ed. 12/10/77 LAST NM 26/89 Depth 292 meters for 1125 meters	(20(1536)89 Taunton) 28/89 55°08′N 34°55′W	

110	(INT 405)	1Ed. 12/10/77 LAST NM 28/89		(MCNM1000/90) 14/90
	Change	Note to "NOTE For information concerning important navigational information consult DMAHTC publications 110 List of Lights, and Sailing Directions."		51°35′N 62°50′W
★**111**	(INT 111)	2Ed. 7/31/82	NEW EDITION	(DMAHTC) 42/82
111	(INT 406)	2Ed. 7/31/82 LAST NM 42/82		(HNNM7637/85) 52/85
	Change	International chart number "INT 111" to "INT 406" in margins (5) of chart		
111	(INT 406)	2Ed. 7/31/82 LAST NM 52/85		(51(1250)85 Ottawa) 8/86
	Delete	Light		63°20.1′N 90°42.5′W
★**112**	(INT 112)	5Ed. 8/18/90	NEW EDITION	(DMAHTC; BA RA) 43/90
	Delete	R Bns (AERO)		60°08′N 45°15′W 64°09′N 22°02′W
★**112**	(INT 112)	5Ed. 8/18/90 LAST NM 43/90		(MCNM1021/90) 45/90
	Delete	Depth 70 meters		59°32.8′N 28°10.0′W
★**113**	(INT 113)	3Ed. 9/15/90	NEW EDITION	(DMAHTC; BA RA) 45/90
	Delete	Purple circle		70°29′N 21°58′W
	Add	Legend "R Bn (AERO)" to radiobeacon symbol		70°57′N 8°39′W
★**120**	5Ed. 3/23/85		NEW EDITION	(DMAHTC; NVS7010/83; BA RA; 23/83 CG5) 26/85
	Add	Depths 67 fathoms (PD) 71 fathoms (PD) Legend "(PD)" to depth 44 fathoms "Rep (1973)" (Previously published 18/85)		25°50′N 16°06′W 25°46′N 15°57′W 25°37′N 16°10′W
	Delete	Depth 14 fathoms (Previously published 25/85)		17°25′N 76°15′W
	Add	Depth 14 fathoms enclosed by depth contour (100-fathom) "Rep (1985)" (PA) (Previously published 25/85)		17°27′N 76°20′W
	Delete	Purple circle centered		34°39′N 76°30′W
	Add	Depth 36 fathoms		16°04′N 81°12′W
		R Bns		32°15′N 64°50′W 34°42′N 76°41′W 28°03′N 16°34′W
120	5Ed. 3/23/85 LAST NM 26/85			(9(110-113)85 Lisboa; HNNM7507/85) 31/85
	Delete	Depth 140 fathoms "Rep" (PA)		34°33′N 14°44′W
	Substitute	Depth 10 fathoms 5 feet (ED) for 11 fathoms (ED)		34°40′N 14°33′W
	Add	Depths 86 fathoms 32 fathoms 14 fathoms Rk 8 fathoms 4 feet (ED)		36°50′N 7°28′W 33°44′N 14°23′W 36°58′N 8°16′W 15°20′N 80°16′W
120	5Ed. 3/23/85 LAST NM 31/85			(31(2038)85 Taunton) 38/85
	Add	Depths 280 fathoms 169 fathoms 244 fathoms 275 fathoms 291 fathoms 128 fathoms		39°07′N 27°39′W 38°44′N 26°32′W 38°10′N 26°02′W 37°45′N 26°18′W 37°26′N 26°27′W 37°08′N 31°24′W
120	5Ed. 3/23/85 LAST NM 38/85			(35/85 CG1) 40/85
	Substitute	Superbuoy (LANBY), R Bn for lightship		40°30′N 69°26′W

120	5Ed. 3/23/85 LAST NM 40/85		(34(11)85 Brest) 42/85
	Delete	Depth 260 fathoms "Rep (1976)"	33°20′N 29°26′W
	Substitute	Depth 197 fathoms for 290 fathoms "Rep (1968)"	33°13′N 29°52′W
120	5Ed. 3/23/85 LAST NM 42/85		(BA CH 2) 44/85
	Delete	Depths 15 fathoms "Rep (1950)"	49°54′N 11°36′W
		49 fathoms "Rep (1953)"	49°42′N 12°07′W
		6 fathoms 3 feet	49°35′N 11°26′W
		12 fathoms	49°37′N 11°15′W
		8 fathoms "Rep (1946)"	49°25′N 11°20′W
		7 fathoms "Rep (1951)"	49°09′N 11°30′W
120	5Ed. 3/23/85 LAST NM 44/85		(2(177, 175)86 Taunton; HNNM7723/86) 14/86
	Substitute	Depth 328 fathoms for 600 fathoms	8°45′N 17°07′W
	Add	Depths 83 fathoms "Rep (1985)"	15°41′N 61°29′W
		18 fathoms	5°28′N 51°39′W
120	5Ed. 3/23/85 LAST NM 14/86		(17(1277)86 Taunton) 27/86
	Add	Depth 117 fathoms "Rep (1986)"	9°15.5′N 21°19.9′W
120	5Ed. 3/23/85 LAST NM 27/86		(30/86 CG7) 37/86
	Relocate	Buoy close NW to	29°19.0′N 77°21.0′W
120	5Ed. 3/23/85 LAST NM 37/86		(MCNM7834/86) 44/86
	Delete	Depth 6 fathoms (ED)	28°34′N 13°05′W
120	5Ed. 3/23/85 LAST NM 44/86		(39(51)86 Brest) 47/86
	Add	Depth 656 fathoms	20°25′N 53°28′W
120	5Ed. 3/23/85 LAST NM 47/86		(39(2855)86 Taunton) 1/87
	Delete	R Bn	11°12′N 68°24′W
120	5Ed. 3/23/85 LAST NM 1/87		(MCNM7883/87) 5/87
	Add	Depth 7 fathoms "Rep (1986)"	21°06′N 17°33′W
120	5Ed. 3/23/85 LAST NM 5/87		(DMAHTC) 7/87
	Change	Legend to "6°W(10′E)"	32°47′N 7°26′W
120	5Ed. 3/23/85 LAST NM 7/87		(MCNM7928/87) 14/87
	Delete	Depth 9 fathoms "Rep (1951)" (PD)	20°35′N 19°04′W
120	5Ed. 3/23/85 LAST NM 14/87		(16(32)87 Brest) 25/87
	Substitute	Depth 135 fathoms "Rep" for 139 fathoms "Rep (1977)"	25°22′N 19°28′W
	Add	Depth 89 fathoms "Rep"	25°20′N 19°20′W
120	5Ed. 3/23/85 LAST NM 25/87		(53(61)87 Brest) 26/88
	Add	Legend "(ED)" to depth 43 fathoms	6°25.0′N 52°23.0′W
120	5Ed. 3/23/85 LAST NM 26/88		(MCNM8123/88) 32/88
	Substitute	Depth 207 fathoms for 234 fathoms	20°50′N 74°01′W
120	5Ed. 3/23/85 LAST NM 32/88		(MCNM8078/88) 43/88
	Substitute	Depth 13 fathoms for 14 fathoms "Rep (1942)"	17°08′N 75°21′W
120	5Ed. 3/23/85 LAST NM 43/88		(MCNM8169/88) 50/88
	Delete	Depths 16 fathoms	16°36′N 61°36′W
		20 fathoms	16°45′N 61°41′W
	Substitute	Depth 10 fathoms for 8 fathoms	20°22′N 80°29′W
120	5Ed. 3/23/85 LAST NM 50/88		(47/88 CG7) 3/89
	Relocate	R Bn (26°57′N 80°05′W) to	27°04′N 80°07′W
120	5Ed. 3/23/85 LAST NM 3/89		(10(237)89 Ottawa) 17/89
	Delete	R Bn	47°31′N 52°37′W
120	5Ed. 3/23/85 LAST NM 17/89		(MCNM1058/89) 23/89
	Delete	Depths 9 fathoms "Rep (1943)"	34°08′N 7°55′W
		14 fathoms	33°58′N 7°50′W
120	5Ed. 3/23/85 LAST NM 23/89		(BA RA; MCNM7551/85) 34/89
	Delete	R Bn	27°59′N 15°26′W
	Add	Depth 51 fathoms	38°45′N 30°01′W

120	5Ed. 3/23/85 LAST NM 34/89		(31(662, 667, 671)89 Ottawa; MCNM1102/89) 38/89
	Delete	R Bns	43°37'N 65°16'W
			43°59'N 64°40'W
			45°34'N 60°56'W
	Add	Depth 8 fathoms 5 feet	21°50'N 76°19'W
120	5Ed. 3/23/85 LAST NM 38/89		(RS004188, 004196/74) 51/89
	Delete	Depths 12 fathoms "Rep (1887)"	31°16'N 13°36'W
		70 fathoms	31°05'N 13°22'W
		47 fathoms	31°03'N 13°25'W
		88 fathoms	29°55'N 12°48'W
	Substitute	Depth 123 fathoms for	
		80 fathoms "Rep (1960)"	30°40'N 13°07'W
	Add	Depths 125 fathoms	31°39'N 13°07'W
		42 fathoms	31°10'N 13°37'W
		85 fathoms	29°59'N 12°42'W
120	5Ed. 3/23/85 LAST NM 51/89		(25(58)89 Brest) 23/90
	Add	Depths 92 fathoms	11°54'N 63°53'W
		14 fathoms	11°10'N 74°44'W
		170 fathoms	17°51'N 75°07'W
120	5Ed. 3/23/85 LAST NM 23/90		(MCNM1032/90) 28/90
	Delete	Depths 63 fathoms	7°59.9'N 57°09.8'W
		24 fathoms "Rep (1951)"	7°54.8'N 57°02.0'W
		13 fathoms	7°50.0'N 56°55.0'W
		78 fathoms	7°45.0'N 56°45.0'W
120	5Ed. 3/23/85 LAST NM 28/90		(MCNM1058/90) 51/90
	Delete	Depths 32 fathoms	18°52'N 68°14'W
		12 fathoms	18°30'N 68°00'W
120	5Ed. 3/23/85 LAST NM 51/90		(MCNM1098/91; 24/91 CG5) 28/91
	Delete	R Bn from superbuoy LANBY	38°47'N 74°35'W
		R Bn	38°27'N 74°42'W
	Add	Superbuoys, each ODAS Y, Fl(5) Y 20s	
		"44137"	41°12'N 61°08'W
		"44139"	44°19'N 57°21'W
		"44140"	42°44'N 50°36'W
		"44141"	42°04'N 56°09'W
		"44142"	42°30'N 64°12'W
★**121**	5Ed. 2/12/83	NEW EDITION	(DMAHTC) 15/83
	Delete	Depth 142 fathoms	37°43'N 28°55'W
		(Previously published 8/83)	
	Add	Depths 57 fathoms	38°20'N 30°06'W
		75 fathoms	37°45'N 29°08'W
		(Previously published 8/83)	
	Add	Wreck "(15 fathoms rep)"	46°43'18"N 48°50'06"W
		(Previously published 13/83)	
121	5Ed. 2/12/83 LAST NM 15/83		(NVS6862/83) 22/83
	Add	Depth 8¾ fathoms	66°26'N 17°59'W
121	5Ed. 2/12/83 LAST NM 22/83		(NVS6940/83) 24/83
	Delete	Legend "Chaucer Bank Rep (ED)"	43°00'N 29°40'W
		Depths 13 fathoms	42°58'N 28°42'W
		18 fathoms	42°48'N 28°42'W
		45 fathoms "Rep"	43°13'N 29°35'W
		70 fathoms "Rep"	43°34'N 29°20'W
		28 fathoms and enclosing depth contour (30-fathom)	43°00'N 29°00'W
121	5Ed. 2/12/83 LAST NM 24/83		(NVS7009/83) 36/83
	Add	Depth 20 fathoms "Rep (1982)" (PA)	45°53'N 47°40'W
121	5Ed. 2/12/83 LAST NM 36/83		(NVS7042/83) 40/83
	Delete	Wreck	46°43'18"N 48°50'06"W
		(See 15/83-121)	
	Add	Wreck	46°01.6'N 47°57.4'W

121	5Ed. 2/12/83 LAST NM 40/83		
	Substitute	Depth 54 fathoms Wk for wreck	(40(949)83 Ottawa) 4/84 46°01.6′N 47°54.4′W
	Add	Depth 15 fathoms Wk (Supersedes 40/83-121)	46°43.3′N 48°50.1′W
121	5Ed. 2/12/83 LAST NM 4/84		
	Delete	Depth 15 fathoms Wk (See 4/84-121)	(5(140)84 Ottawa) 10/84 46°43.3′N 48°50.1′W
121	5Ed. 2/12/83 LAST NM 10/84		
	Add	Depth 189 fathoms	(10(605)84 Taunton) 16/84 36°26′N 33°51′W
121	5Ed. 2/12/83 LAST NM 16/84		
	Add	Depth 281 fathoms	(13(819)84 Taunton) 20/84 37°31.5′N 29°36.7′W
121	5Ed. 2/12/83 LAST NM 20/84		
	Delete	Depth 8¾ fathoms	(25(1591)84 Taunton) 34/84 66°26′N 17°59′W
	Add	Depths 99 fathoms	66°40.0′N 17°44.0′W
		98 fathoms	66°25.0′N 17°37.5′W
		56 fathoms	66°19.0′N 19°37.0′W
		81 fathoms	66°12.5′N 14°23.0′W
		40 fathoms	66°21.0′N 14°00.0′W
		62 fathoms	66°36.5′N 14°37.5′W
		375 fathoms	67°07.5′N 13°15.0′W
		164 fathoms	67°07.2′N 17°55.7′W
		114 fathoms	65°59.0′N 12°25.0′W
121	5Ed. 2/12/83 LAST NM 34/84		
	Delete	Depth 526 fathoms	(31(2038)85 Taunton) 38/85 38°10′N 26°09′W
	Add	Depths 169 fathoms	38°44′N 26°32′W
		244 fathoms	38°10′N 26°02′W
		275 fathoms	37°45′N 26°18′W
		291 fathoms	37°26′N 26°27′W
		128 fathoms	37°08′N 31°24′W
121	5Ed. 2/12/83 LAST NM 38/85		
	Delete	Depths 15 fathoms "Rep (1950)"	(BA CH 2) 44/85 49°51′N 11°35′W
		49 fathoms	49°41′N 12°02′W
		6½ fathoms	49°33′N 11°40′W
		12 fathoms "Rep (1947)"	49°32′N 11°20′W
		8 fathoms	49°21′N 11°23′W
		7 fathoms "Rep (1951)"	49°10′N 11°30′W
121	5Ed. 2/12/83 LAST NM 44/85		
	Delete	Depth 370 fathoms	(41(26)85 Brest) 50/85 46°20′N 27°22′W
121	5Ed. 2/12/83 LAST NM 50/85		
	Add	Depth 45 fathoms "Rep (1985)"	(1(35, 2(122)86 Taunton) 13/86 63°38.5′N 16°58.0′W
		Legend "Local Magnetic Anomaly Rep"	59°56.0′N 3°16.0′W
121	5Ed. 2/12/83 LAST NM 13/86		
	Add	Depth 86 fathoms	(MCNM7802/86) 37/86 36°50′N 7°28′W
121	5Ed. 2/12/83 LAST NM 37/86		
	Add	Depth 48 fathoms "Rep (1988)"	(MCNM0100/88) 32/88 53°59′N 13°10′W
121	5Ed. 2/12/83 LAST NM 32/88		
	Add	Superbuoys ODAS	(36(2680)88 Taunton) 44/88 52°44′N 25°02′W 52°06′N 25°50′W 52°42′N 26°36′W
121	5Ed. 2/12/83 LAST NM 44/88		
	Delete	Depth 29 fathoms (PA)	(45(1094)88 Cadiz) 12/89 43°03′N 9°35′W
121	5Ed. 2/12/83 LAST NM 12/89		
	Add	Depth 159 fathoms "Rep"	(20(1536)89 Taunton) 28/89 55°08′N 34°55′W
121	5Ed. 2/12/83 LAST NM 28/89		
	Add	Depth 51 fathoms	(MCNM7551/85) 34/89 38°45′N 30°01′W
121	5Ed. 2/12/83 LAST NM 34/89		
	Add	Depth 37 fathoms	(MCNM7551/85) 35/89 59°33′N 28°10′W
121	5Ed. 2/12/83 LAST NM 35/89		
	Delete	Depth 37 fathoms	(MCNM1021/90) 45/90 59°33′N 28°10′W

121	5Ed. 2/12/83 LAST NM 45/90		(MCNM1098/91) 28/91
	Add	Superbuoys, each ODAS Y, Fl(5) Y 20s	
		"44137"	41°11.6′N 61°07.8′W
		"44139"	44°19.2′N 57°21.2′W
		"44140"	42°43.8′N 50°36.4′W
		"44142"	42°29.6′N 64°12.0′W
		"44141"	42°04.0′N 56°09.1′W
★**124**	8Ed. 2/25/84	NEW EDITION	(DMAHTC) 21/84
	Add	Depths 17 fathoms "Rep (1983)" (PA)	13°06.2′N 82°19.7′W
		17 fathoms "Rep (1983)" (PA)	13°10.2′N 82°22.3′W
		8 fathoms "Rep (1983)" (PA)	13°03.5′N 82°33.1′W
		7 fathoms "Rep (1983)" (PA)	13°05.6′N 83°00.3′W
		(Previously published 12/84)	
	Add	Depths 96 fathoms "Rep (1983)" (PA)	11°31′N 80°06′W
		89 fathoms "Rep (1983)" (PA)	13°47′N 79°04′W
		(Previously published 13/84)	
	Add	Depth 11 fathoms "Rep (1984)" (PA)	15°22′N 81°06′W
		(Previously published 14/84)	
	Add	Depths 297 fathoms "Rep (1983)" (PA)	14°10.4′N 78°27.1′W
		271 fathoms "Rep (1983)" (PA)	14°11.8′N 78°04.0′W
		203 fathoms "Rep (1983)" (PA)	14°43.4′N 77°48.3′W
		244 fathoms "Rep (1983)" (PA)	14°55.6′N 77°45.4′W
		198 fathoms "Rep (1983)" (PA)	17°36.0′N 79°53.7′W
		212 fathoms "Rep (1983)" (PA)	12°26.8′N 79°34.2′W
		142 fathoms "Rep (1983)" (PA)	12°24.1′N 79°39.0′W
		148 fathoms "Rep (1983)" (PA)	12°15.0′N 79°47.7′W
		133 fathoms "Rep (1983)" (PA)	24°42.8′N 80°22.6′W
		(Previously published 15/84)	
	Add	Depths 65 fathoms "Rep (1983)" (PA)	16°26′N 83°18′W
		269 fathoms "Rep (1983)" (PA)	16°32′N 83°35′W
		30 fathoms "Rep (1983)" (PA)	16°26′N 83°05′W
		224 fathoms "Rep (1983)" (PA)	16°48′N 82°43′W
		269 fathoms "Rep (1983)" (PA)	16°36′N 83°10′W
		14 fathoms "Rep (1983)" (PA)	15°53′N 82°42′W
		45 fathoms "Rep (1983)" (PA)	16°28′N 83°13′W
		209 fathoms "Rep (1983)" (PA)	16°58′N 81°38′W
		19 fathoms "Rep (1983)" (PA)	16°14′N 82°52′W
		20 fathoms "Rep (1983)" (PA)	15°28′N 80°59′W
		11 fathoms "Rep (1983)" (PA)	15°42′N 81°28′W
		16 fathoms "Rep (1983)" (PA)	16°15′N 83°39′W
		154 fathoms "Rep (1983)" (PA)	13°48′N 81°15′W
		214 fathoms "Rep (1983)" (PA)	12°47′N 82°18′W
		(Previously published 17/84)	
124	8Ed. 2/25/84 LAST NM 21/84		(9(56)84 Brest) 24/84
	Delete	Depth 37 fathoms	16°47′N 61°43′W
	Add	Depths 23 fathoms (PA)	16°49′N 61°40′W
		20 fathoms (PA)	16°45′N 61°41′W
		24 fathoms (PA)	16°40′N 61°30′W
		13 fathoms (PA)	16°33′N 61°36′W
124	8Ed. 2/25/84 LAST NM 24/84		(9(56)84 Brest) 27/84
	Delete	Depth 38 fathoms	16°47′N 61°43′W
		(See 24/84-124)	
124	8Ed. 2/25/84 LAST NM 27/84		(BA CH 533) 29/84
	Add	R Bn	6°49′N 58°09′W
124	8Ed. 2/25/84 LAST NM 29/84		(NVS7456/85) 25/85
	Delete	Depth 14 fathoms	17°27′N 76°16′W
	Add	Depth 14 fathoms enclosed by depth contour (100-fathom) "Rep (1985)" (PA)	17°27′N 76°20′W
124	8Ed. 2/25/84 LAST NM 25/85		(HNNM7507/85) 31/85
	Add	Depth 8½ fathoms (ED)	15°20′N 80°16′W
124	8Ed. 2/25/84 LAST NM 31/85		(HNNM7581/85) 40/85
	Add	Depth 5¾ fathoms "Rep (1985)" (PA)	3°24.0′N 48°12.9′W
124	8Ed. 2/25/84 LAST NM 40/85		(37/85 CG7) 42/85
	Delete	R Bn	18°26.0′N 66°06.0′W

124	8Ed. 2/25/84 LAST NM 42/85		(NVS6056/80) 46/85
	Change	Legend "PA" to "ED"	17°35'N 63°45'W
124	8Ed. 2/25/84 LAST NM 46/85		(1(99), 2(177, 175)86 Taunton) 14/86
	Add	Depth 16 fathoms "Rep (1985)" enclosed by danger circle	15°59'N 81°01'W
		Depths 83 fathoms "Rep (1985)"	15°41'N 61°29'W
		18 fathoms	5°28'N 51°39'W
124	8Ed. 2/25/84 LAST NM 14/86		(12(159)86 Rio de Janeiro) 35/86
	Substitute	Depth 5¾ fathoms (PA) for 9 fathoms and delete legend "Rep 1961" (PA)	3°17.5'N 48°08.0'W
124	8Ed. 2/25/84 LAST NM 35/86		(39(51)86 Brest) 47/86
	Add	Depth 656 fathoms	20°25'N 53°28'W
124	8Ed. 2/25/84 LAST NM 47/86		(39(2855)86 Taunton) 1/87
	Delete	R Bn (AERO)	11°12'N 68°24'W
124	8Ed. 2/25/84 LAST NM 1/87		(MCNM8057/88) 9/88
	Add	Rock awash	22°00'N 76°09'W
124	8Ed. 2/25/84 LAST NM 9/88		(MCNM8078/88) 15/88
	Delete	Depth 14 fathoms "Rep (1942)"	17°10.0'N 75°22.0'W
	Add	Depth 13 fathoms	17°12.9'N 75°25.0'W
124	8Ed. 2/25/84 LAST NM 15/88		(53(61)87 Brest) 26/88
	Add	Legend "(ED)" to depth 43 fathoms	6°30'N 52°18'W
124	8Ed. 2/25/84 LAST NM 26/88		(MCNM8123/88) 32/88
	Substitute	Depth 207 fathoms for 234 fathoms	20°50'N 74°01'W
124	8Ed. 2/25/84 LAST NM 32/88		(20(1558)88 Taunton) 33/88
	Add	Depth 6 fathoms "Rep (1988)" (PA)	18°47'N 83°51'W
124	8Ed. 2/25/84 LAST NM 33/88		(MCNM8169/88) 48/88
	Delete	Depths 13 fathoms	18°30'N 83°26'W
		22 fathoms "Rep (1958)"	18°27'N 84°18'W
		27 fathoms	16°58'N 82°15'W
124	8Ed. 2/25/84 LAST NM 48/88		(MCNM8169/88) 50/88
	Delete	Depths 13 fathoms	16°33'N 61°36'W
		20 fathoms	16°45'N 61°41'W
		23 fathoms	16°49'N 61°40'W
		24 fathoms	16°40'N 61°30'W
124	8Ed. 2/25/84 LAST NM 50/88		(47/88 CG7) 3/89
	Relocate	R Bn (26°57'N 80°05'W) to	27°04'N 80°07'W
124	8Ed. 2/25/84 LAST NM 3/89		(30(57)88 Hamburg; 41(3080)88 Taunton) 5/89
	Delete	Depth 20 fathoms	14°35'N 81°50'W
	Add	Depths 7 fathoms "Rep (1988)"	11°51'N 83°09'W
		13 fathoms "Rep (1988)"	14°36'N 81°51'W
124	8Ed. 2/25/84 LAST NM 5/89		(MCNM1102/89) 38/89
	Substitute	Depth 8¾ fathoms enclosed by danger circle for 882 fathoms	21°50'N 76°19'W
124	8Ed. 2/25/84 LAST NM 38/89		(25(58)89 Brest) 23/90
	Add	Depth 9½ fathoms	18°47'N 83°14'W
		92 fathoms	11°54'N 63°53'W
		170 fathoms	17°51'N 75°07'W
124	8Ed. 2/25/84 LAST NM 23/90		(MCNM1032/90) 28/90
	Delete	Depths 63 fathoms	7°59.9'N 57°09.8'W
		24 fathoms "Rep (1951)"	7°54.8'N 57°02.0'W
		13 fathoms	7°50.0'N 56°55.0'W
		78 fathoms	7°45.0'N 56°45.0'W
124	8Ed. 2/25/84 LAST NM 28/90		(MCNM1058/90) 51/90
	Delete	Depths 12 fathoms	18°33'N 68°05'W
		12 fathoms "Rep (1979)"	18°30'N 68°00'W
		32 fathoms "Rep (1950)"	18°52'N 68°11'W
124	8Ed. 2/25/84 LAST NM 51/90		(MCNM1062/90) 52/90
	Add	Depth 33½ fathoms (ED)	3°39'N 48°09'W
★125	7Ed. 4/12/86	NEW EDITION	(DMAHTC) 25/86

125	7Ed. 4/12/86 LAST NM 25/86			(17(1277)86 Taunton) 27/86
	Add	Depth 117 fathoms "Rep (1986)"		9°15.5′N 21°19.9′W
125	7Ed. 4/12/86 LAST NM 27/86			(MCNM7802/86) 37/86
	Add	Depth 86 fathoms		36°50′N 7°28′W
125	7Ed. 4/12/86 LAST NM 37/86			(MCNM7883/87) 5/87
	Add	Depth 7 fathoms "Rep (1986)"		21°06′N 17°33′W
125	7Ed. 4/12/86 LAST NM 5/87			(MCNM7928/87) 14/87
	Delete	Depth 9 fathoms "Rep (1951)" (PD)		20°31′N 19°12′W
125	7Ed. 4/12/86 LAST NM 14/87			(16(32)87 Brest) 25/87
	Substitute	Depth 135 fathoms "Rep" for 139 fathoms "Rep (1977)"		25°22′N 19°28′W
	Add	Depth 89 fathoms "Rep"		25°20′N 19°20′W
125	7Ed. 4/12/86 LAST NM 25/87			(MCNM8058/88) 9/88
	Delete	Depth 5 fathoms "Rep (1952)" (ED)		3°57′N 6°34′E
125	7Ed. 4/12/86 LAST NM 9/88			(1(59)88 Taunton) 11/88
	Relocate	R Bn close SW to		9°31.0′N 13°41.0′W
125	7Ed. 4/12/86 LAST NM 11/88			(BA RA) 51/88
	Delete	R Bn (AERO)		3°43′N 8°47′E
125	7Ed. 4/12/86 LAST NM 51/88			(MCNM8142/88) 19/89
	Delete	Depth 290 fathoms		28°01′N 17°00′W
125	7Ed. 4/12/86 LAST NM 19/89			(MCNM1058/89) 23/89
	Delete	Depths 9 fathoms		34°04′N 8°00′W
		10 fathoms "Rep (1960)"		33°53′N 8°20′W
		14 fathoms		33°55′N 7°53′W
		18 fathoms		33°48′N 7°49′W
125	7Ed. 4/12/86 LAST NM 23/89			(BA RA) 34/89
	Delete	R Bn		28°00′N 15°25′W
125	7Ed. 4/12/86 LAST NM 34/89			(RS004188, 004196/74) 51/89
	Delete	Depths 12 fathoms "Rep (1887)"		31°12′N 13°41′W
		47 fathoms		31°05′N 13°39′W
		70 fathoms		31°05′N 13°24′W
		80 fathoms "Rep (1960)"		30°37′N 13°06′W
		4 fathoms "Rep (1972)"		29°55′N 12°40′W
		88 fathoms		29°54′N 12°50′W
		24 fathoms (ED)		29°58′N 13°03′W
	Substitute	Depths 85 fathoms for 135 fathoms		29°59′N 12°42′W
	Add	Depths 125 fathoms		31°39′N 13°07′W
		42 fathoms		31°10′N 13°37′W
125	7Ed. 4/12/86 LAST NM 51/89			(44(3315)89 Taunton) 8/90
	Delete	R Bn		4°23′N 7°43′W
125	7Ed. 4/12/86 LAST NM 8/90			(MCNM1027/90) 26/90
	Delete	R Bns		5°42′N 0°22′W
				4°57′N 1°44′W
125	7Ed. 4/12/86 LAST NM 26/90			(34(2403)90 Taunton) 51/90
	Delete	Depth 10 fathoms		5°29′N 0°36′E
★126	38Ed. 8/13/83	NEW EDITION		(DMAHTC; 23(1491)83 Taunton) 42/83
	Relocate	Supe buoy close N to		48°44.5′N 8°55.0′W
126	38Ed. 8/13/83 LAST NM 42/83			(10(605)84 Taunton) 16/84
	Add	Depths 189 fathoms		36°26′N 33°51′W
126	38Ed. 8/13/83 LAST NM 16/84			(13(819)84 Taunton) 20/84
	Add	Depth 281 fathoms		37°31.5′N 29°36.7′W
126	38Ed. 8/13/83 LAST NM 20/84			(44(2861)84 Taunton) 15/85
	Relocate	Buoy close WSW to		48°44.2′N 8°57.8′W
126	38Ed. 8/13/83 LAST NM 15/85			(9(110-113)85 Lisboa) 31/85
	Delete	Depth 140 fathoms "Rep" (PA)		34°36′N 14°35′W

(continued on next page)

126	(Continued)		31/85
	Substitute	Depth 10¾ fathoms (ED) for 11 fathoms (ED)	34°43′N 14°34′W
	Add	Depths 86 fathoms	36°50′N 7°28′W
		32 fathoms	36°44′N 7°23′W
		14 fathoms Rk	36°58′N 8°16′W
126	38Ed. 8/13/83 LAST NM 31/85		(29(1874, 1875)85 Taunton) 36/85
	Add	Depths 9½ fathoms	57°16.6′N 7°40.4′W
		7½ fathoms	57°17.4′N 7°35.6′W
		7¾ fathoms	57°25.8′N 7°34.1′W
		9½ fathoms	56°04.6′N 7°08.3′W
126	38Ed. 8/13/83 LAST NM 36/85		(31(2038)85 Taunton) 38/85
	Substitute	Depth 280 fathoms for 678 fathoms	39°07′N 27°39′W
	Add	Depths 169 fathoms	38°44′N 26°32′W
		244 fathoms	38°10′N 26°02′W
		275 fathoms	37°45′N 26°18′W
		291 fathoms	37°26′N 26°27′W
		128 fathoms	37°08′N 31°24′W
126	38Ed. 8/13/83 LAST NM 38/85		(33(2164)85 Taunton) 40/85
	Add	Buoy "ODAS R1", pillar, with light flare symbol	51°09′N 14°08′W
126	38Ed. 8/13/83 LAST NM 40/85		(34(11)85 Brest) 42/85
	Delete	Depth 260 fathoms "Rep (1976)"	33°12′N 29°31′W
	Substitute	Depth 197 fathoms for 290 fathoms "Rep (1968)"	33°13′N 29°52′W
126	38Ed. 8/13/83 LAST NM 42/85		(BA CH 2) 44/85
	Delete	Depths 15 fathoms "Rep (1950)"	49°51′N 11°35′W
		49 fathoms "Rep (1953)"	49°41′N 12°05′W
		6½ fathoms "Rep (1958)"	49°33′N 11°25′W
		12 fathoms	49°35′N 11°15′W
		8 fathoms "Rep (1946)"	49°23′N 11°19′W
		7 fathoms "Rep (1951)"	49°08′N 11°30′W
126	38Ed. 8/13/83 LAST NM 44/85		(18(200, 201)85 Lisboa) 47/85
	Add	Depths 29 fathoms	40°01.4′N 9°16.8′W
		8 fathoms Rk (ED)	40°00.0′N 9°20.0′W
126	38Ed. 8/13/83 LAST NM 47/85		(41(26)85 Brest) 50/85
	Delete	Depth 370 fathoms	46°20′N 27°27′W
126	38Ed. 8/13/83 LAST NM 50/85		(2(122)86 Taunton) 13/86
	Add	Legend "Local Magnetic Anomaly Rep"	59°56′N 3°16′W
126	38Ed. 8/13/83 LAST NM 13/86		(40(2874)86 Taunton) 46/86
	Delete	Buoy	48°44.2′N 8°57.8′W
	Add	Superbuoy "ODAS 10GB DB2" with light flare symbol	58°58.9′N 7°12.5′W
126	38Ed. 8/13/83 LAST NM 46/86		(MCNM0100/88) 32/88
	Add	Depth 48 fathoms "Rep (1988)"	53°59′N 13°10′W
126	38Ed. 8/13/83 LAST NM 32/88		(36(2680)88 Taunton) 44/88
	Add	Superbuoys ODAS	52°44′N 25°02′W
			52°06′N 25°50′W
			52°42′N 26°36′W
126	38Ed. 8/13/83 LAST NM 44/88		(44(3263)88 Taunton) 53/88
	Add	Buoy "ODAS 1GB" Y, pillar, Fl(5) Y 20s	48°38′N 8°55′W
126	38Ed. 8/13/83 LAST NM 53/88		(45(1094)88 Cadiz) 12/89
	Delete	Depth 29 fathoms (PA)	43°00′N 9°35′W
126	38Ed. 8/13/83 LAST NM 12/89		(MCNM1058/89) 23/89
	Delete	Depths 9 fathoms	34°10′N 7°58′W
		10 fathoms "Rep (1960)"	33°57′N 8°19′W
		14 fathoms	33°57′N 7°51′W
		18 fathoms	33°50′N 7°49′W
126	38Ed. 8/13/83 LAST NM 23/89		(20(1536)89 Taunton) 28/89
	Add	Depth 159 fathoms "Rep"	55°08′N 34°55′W

126	38Ed. 8/13/83 LAST NM 28/89		(MCNM7551/85) 34/89
	Add	Depth 51 fathoms	38°45'N 30°01'W
126	38Ed. 8/13/83 LAST NM 34/89		(MCNM7551/85) 35/89
	Add	Depth 37 fathoms	59°33'N 28°10'W
126	38Ed. 8/13/83 LAST NM 35/89		(MCNM1021/90) 45/90
	Delete	Depth 37 fathoms	59°33'N 28°10'W
★**145**	16Ed. 4/6/85	NEW EDITION	(DMAHTC, HNNM7469/85; US RA) 26/85
	Add	Depth 14 fathoms enclosed by depth contour (100-fathom) "Rep (1985)" (PA) (Previously published 25/85)	17°27'N 76°20'W
	Delete	Legend "CONTINUED ON 620"	5°07.5'N 92°25.0'W
		Depth 40 fathoms "Rep (1961)" and relocate depth contour close NE to enclose 33 fathoms	16°30'N 62°04'W
	Add	R Bn	11°48'N 66°07'W
145	16Ed. 4/6/85 LAST NM 26/85		(HNNM7507/85) 31/85
	Add	Depth 8½ fathoms (ED)	15°20'N 80°15'W
145	16Ed. 4/6/85 LAST NM 31/85		(HNNM7565/85) 38/85
	Add	Depth 255 fathoms (PA)	22°44'N 107°34'W
145	16Ed. 4/6/85 LAST NM 38/85		(35/85 CG1) 40/85
	Substitute	Superbuoy (LANBY), R Bn for lightship and relocate to	40°30'N 69°26'W
145	16Ed. 4/6/85 LAST NM 40/85		(37/85 CG7) 42/85
	Delete	R Bn	18°28.0'N 66°07.0'W
145	16Ed. 4/6/85 LAST NM 42/85		(HNNM7601/85) 46/85
	Delete	Depth 33 fathoms and enclosing depth contour	16°34'N 61°54'W
145	16Ed. 4/6/85 LAST NM 46/85		(1(99), 2(177)86 Taunton) 14/86
	Add	Depth 16 fathoms "Rep (1985)" enclosed by danger circle	15°59'N 81°01'W
		Depth 83 fathoms "Rep (1985)"	15°41'N 61°29'W
145	16Ed. 4/6/85 LAST NM 14/86		(MCNM8057/88) 9/88
	Add	Rock awash	22°00'N 76°09'W
145	16Ed. 4/6/85 LAST NM 9/88		(MCNM8109/88) 27/88
	Add	Depth 250 fathoms "Rep (1987)" (PA)	29°37'N 116°52'W
145	16Ed. 4/6/85 LAST NM 27/88		(MCNM8123/88) 32/88
	Substitute	Depth 207 fathoms for 234 fathoms	20°50'N 74°01'W
145	16Ed. 4/6/85 LAST NM 32/88		(26(57)88 Hamburg) 36/88
	Add	Depth 8 fathoms enclosed by danger circle "Rep (1988)"	23°37'N 87°19'W
145	16Ed. 4/6/85 LAST NM 36/88		(MCNM8144/88) 39/88
	Add	Depth 334 fathoms	16°03'N 108°39'W
145	16Ed. 4/6/85 LAST NM 39/88		(MCNM8078/88) 43/88
	Substitute	Depth 13 fathoms for 20 fathoms "Rep (1945)"	17°08'N 75°26'W
145	16Ed. 4/6/85 LAST NM 43/88		(MCNM8169/88) 48/88
	Delete	Depths 4 fathoms "Rep (1956)"	18°27'N 84°54'W
		13 fathoms	18°32'N 83°25'W
		27 fathoms	16°58'N 82°15'W
145	16Ed. 4/6/85 LAST NM 48/88		(MCNM8169/88) 50/88
	Delete	Depth 20 fathoms	16°45'N 61°41'W
	Substitute	Depth 10 fathoms for 8 fathoms	20°25'N 80°28'W
145	16Ed. 4/6/85 LAST NM 50/88		(30(57)88 Hamburg; 41(3080)88 Taunton) 5/89
	Delete	Depth 20 fathoms	14°35'N 81°50'W
	Add	Depths 7 fathoms "Rep (1988)"	11°51'N 83°09'W
		13 fathoms "Rep (1988)"	14°36'N 81°51'W

145	16Ed. 4/6/85 LAST NM 5/89		(MCNM1075/89) 29/89
	Add	Depth 387 fathoms "Rep"	7°34′N 84°50′W
145	16Ed. 4/6/85 LAST NM 29/89		(MCNM1102/89) 38/89
	Substitute	Depth 8¾ fathoms enclosed by danger circle for 882 fathoms	21°50′N 76°19′W
145	16Ed. 4/6/85 LAST NM 38/89		(25(58)89 Brest) 23/90
	Delete	Depth 280 fathoms	17°54′N 75°06′W
	Add	Depths 170 fathoms	17°51′N 75°07′W
		92 fathoms	11°54′N 63°53′W
145	16Ed. 4/6/85 LAST NM 23/90		(30(2165)90 Taunton) 39/90
	Add	Depth 9 fathoms "Rep (1989)" enclosed by depth contour (10-fathom)	14°37′N 93°57′W
145	16Ed. 4/6/85 LAST NM 39/90		(MCNM1058/90) 51/90
	Delete	Depth 12 fathoms	18°32′N 68°00′W
145	16Ed. 4/6/85 LAST NM 51/90		(MCNM1098/91) 28/91
	Add	Superbuoys, each ODAS Y, Fl(5) Y 20s	
		"44137"	41°11.6′N 61°07.8′W
		"44142"	42°29.6′N 64°12.0′W
★**200**	1Ed. 1/29/83	NEW CHART	(DMAHTC) 16/83
200	(INT 200) 1Ed. 1/29/83 LAST NM 16/83		(23(1510)83 Taunton) 33/83
	Add	Depth 462 meters	54°32′S 55°18′W
200	(INT 200) 1Ed. 1/29/83 LAST NM 33/83		(BA CH 2514) 18/84
	Add	Depth 15 meters	51°13′S 61°03′W
200	(INT 200) 1Ed. 1/29/83 LAST NM 18/84		(20(1318)85 Taunton) 31/85
	Add	Depth 55 meters	51°13.7′S 66°07.2′W
200	(INT 200) 1Ed. 1/29/83 LAST NM 31/85		(38(2539)85 Taunton) 47/85
	Add	Depth 60 meters	55°52.5′S 68°37.7′W
200	(INT 200) 1Ed. 1/29/83 LAST NM 47/85		(7(554)87 Taunton) 13/87
	Add	Depth 60 meters	50°37.9′S 59°10.5′W
200	(INT 200) 1Ed. 1/29/83 LAST NM 13/87		(MCNM7952/87) 29/87
	Add	Depths 213 meters "Rep (1987)" (PA)	53°13.0′S 63°45.5′W
		180 meters "Rep (1987)" (PA)	53°02.7′S 63°36.6′W
200	(INT 200) 1Ed. 1/29/83 LAST NM 29/87		(35(2673)87 Taunton) 4/88
	Delete	Depth 462 meters	54°32′S 55°18′W
	Add	Depth 158 meters	54°35′S 55°18′W
200	(INT 200) 1Ed. 1/29/83 LAST NM 4/88		(MCNM8121/88) 32/88
	Add	Depths 83 meters "Rep (1988)"	56°02′S 69°03′W
		78 meters "Rep (1988)"	56°00′S 69°12′W
		78 meters "Rep (1988)"	55°52′S 69°49′W
200	(INT 200) 1Ed. 1/29/83 LAST NM 32/88		(MCNM1066/89) 27/89
	Add	Depth 54 meters	55°55.0′S 68°59.0′W
200	(INT 200) 1Ed. 1/29/83 LAST NM 27/89		(10(761)91 Taunton) 18/91
	Add	Depth 96 meters	52°43′S 59°07′W
★**201**	(INT 201) 2Ed. 8/22/81	NEW EDITION	(DMAHTC) 44/81
201	(INT 201) 2Ed. 8/22/81 LAST NM 44/81		(8(65)82 Rio de Janeiro) 40/82
	Delete	R Bn (AERO)	27°39.8′S 48°32.1′W
	Add	R Bn (AERO)	27°41.7′S 48°30.0′W
201	(INT 201) 2Ed. 8/22/81 LAST NM 40/82		(NVS6978/83) 31/83
	Add	Depth 27 meters	20°31.6′S 38°06.6′W
201	(INT 201) 2Ed. 8/22/81 LAST NM 31/83		(29(1876)83 Taunton) 37/83
	Add	Depth 598 meters	30°40′S 35°27′W
201	(INT 201) 2Ed. 8/22/81 LAST NM 37/83		(2(159)85 Taunton) 8/85
	Delete	Depth 598 meters	30°40′S 35°27′W
	Add	Depth 380 meters	30°47′S 35°18′W

201	(INT 201) Add	2Ed. 8/22/81 LAST NM 8/85 Depth 118 meters Wellhead	(11(130)84 Rio de Janeiro) 17/85 25°14.5'S 45°15.9'W
201	(INT 201) Add	2Ed. 8/22/81 LAST NM 17/85 R Bn with light flare symbol	(35(2351)85 Taunton) 42/85 20°30'S 29°20'W
201	(INT 201) Add	2Ed. 8/22/81 LAST NM 42/85 Depths 25 meters 51 meters	(36(2404)85 Taunton) 46/85 22°31.9'S 41°16.0'W 20°05.0'S 38°06.0'W
201	(INT 201) Change	2Ed. 8/22/81 LAST NM 46/85 Caution note to "Oil platforms and submarine pipelines exist in this area. Navigation and fishing are prohibited in this area, except to vessels serving the oil operations."	(18(206)85 Rio de Janeiro) 7/86 28°30.0'S 55°25.0'W
201	(INT 201) Add	2Ed. 8/22/81 LAST NM 7/86 Depth 153 meters "Rep (1987)"	(8(650)87 Taunton) 28/87 27°17'S 39°03'W
201	(INT 201) Delete	2Ed. 8/22/81 LAST NM 28/87 Depth 12.3 meters "Rep (1966)" (PA)	(6(E102)88 Rio de Janeiro) 25/88 21°24.8'S 40°12.0'W
201	(INT 201) Add	2Ed. 8/22/81 LAST NM 25/88 Depth 104 meters enclosed by danger circle "Rep (1988)" (PA)	(20(E310)88 Rio de Janeiro) 20/89 20°43'S 32°15'W
201	(INT 201) Delete	2Ed. 8/22/81 LAST NM 20/89 R Bn (AERO)	(10(G152)89 Rio de Janeiro) 40/89 22°47'S 43°10'W
201	(INT 201) Add	2Ed. 8/22/81 LAST NM 40/89 Depth 27 meters (ED) enclosed by depth contour (50 meters)	(13(S200)89 Rio de Janeiro) 6/90 27°00'S 47°24'W
201	(INT 201) Substitute	2Ed. 8/22/81 LAST NM 6/90 Depth 259 meters for 312 meters	(16(E240)89 Rio de Janeiro) 18/90 22°09'S 39°58'W
★202	(INT 202)	2Ed. 3/1/80 NEW EDITION	(DMAHTC) 18/80
202	(INT 202) Add	2Ed. 3/1/80 LAST NM 18/80 Light symbol	(19(187)80 Rio de Janeiro) 6/81 19°50'12"S 40°03'33"W
202	(INT 202) Delete	2Ed. 3/1/80 LAST NM 6/81 Depth 9 meters	(NVS6403, 6404/81) 24/81 4°00'S 36°05'W
	Add	Depth 9 meters "Rep (1980)" (PA)	3°58'S 35°48'W
202	(INT 202) Delete	2Ed. 3/1/80 LAST NM 24/81 Depth 7 meters (ED)	(Brz CH 1000) 27/82 11°52'S 37°23'W
202	(INT 202) Substitute	2Ed. 3/1/80 LAST NM 27/82 Depth 23 meters for 27 meters	(22(222)81 Rio de Janeiro) 32/82 17°52'S 35°56'W
202	(INT 202) Delete	2Ed. 3/1/80 LAST NM 32/82 Danger circles "ED"	(12(114)82 Rio de Janeiro) 45/82 17°10'S 35°42'W 17°35'S 35°15'W
202	(INT 202) Add	2Ed. 3/1/80 LAST NM 45/82 Depths 48 meters 27 meters	(NVS6978/83) 31/83 3°26.1'S 35°02.8'W 20°31.6'S 38°06.6'W
202	(INT 202) Relocate	2Ed. 3/1/80 LAST NM 31/83 R Bn (AERO) close N to	(14(119)83 Rio de Janeiro) 43/83 8°02'S 34°57'W
202	(INT 202) Delete	2Ed. 3/1/80 LAST NM 43/83 Depth 256 meters	(NVS7266/84) 23/84 8°23'S 16°55'W
	Add	Depth 256 meters	8°28.8'S 17°04.6'W
202	(INT 202) Add	2Ed. 3/1/80 LAST NM 23/84 Legend "(ED)" to depth 12 meters	(2(33)85 Rio de Janeiro) 28/85 17°04'59"S 36°59'00"W
202	(INT 202) Add	2Ed. 3/1/80 LAST NM 28/85 R Bn with light flare symbol	(35(2351)85 Taunton) 42/85 20°30'S 29°20'W

202	(INT 202) Add	2Ed. 3/1/80 LAST NM 42/85 Chartlet, depicting changes in hydrography and topography, from back of Section I	(DMAHTC) 44/85 4°00'S 35°00'W
202	(INT 202) Add	2Ed. 3/1/80 LAST NM 44/85 Depths 25 meters 51 meters	(36(2404)85 Taunton) 46/85 22°31.9'S 41°16.0'W 20°05.0'S 38°06.0'W
202	(INT 202) Delete	2Ed. 3/1/80 LAST NM 46/85 Depth 54 meters	(23(259)85 Rio de Janeiro) 6/86 3°11.0'S 38°17.0'W
	Substitute	Depth 878 meters for depth 378 meters	8°18.0'S 34°12.0'W
202	(INT 202) Change	2Ed. 3/1/80 LAST NM 6/86 Caution note to "Oil platforms and submarine pipelines exist in this area. Navigation and fishing are prohibited in this area, except to vessels serving the oil operations."	(18(206)85 Rio de Janeiro) 7/86 8°50'S 42°30'W
202	(INT 202) Add	2Ed. 3/1/80 LAST NM 7/86 Submarine cable joining	(17(E253)86 Rio de Janeiro) 44/86 8°09.5'S 34°54.0'W 8°12.8'S 34°48.5'W 8°09.0'S 34°24.0'W 8°06.3'S 34°05.3'W 7°24.0'S 33°25.0'W 6°09.0'S 32°21.0'W 4°00.0'S 30°55.5'W 3°00.0'S 30°26.0'W
		joining	8°08.3'S 34°54.2'W 8°11.6'S 34°18.5'W 8°08.0'S 33°54.0'W 7°47.5'S 33°03.4'W 5°23.0'S 31°20.6'W 4°27.4'S 30°33.9'W 3°00.0'S 29°30.0'W
202	(INT 202) Add	2Ed. 3/1/80 LAST NM 44/86 Depth 110 meters enclosed by depth contour (200-meter) "Rep (1986)"	(18(N277)86 Rio de Janeiro) 1/87 4°44.5'S 35°10.4'W
202	(INT 202) Delete	2Ed. 3/1/80 LAST NM 1/87 Depth 12.3 meters "Rep (1966)" (PA)	(6(E102)88 Rio de Janeiro) 25/88 21°24.8'S 40°14.0'W
202	(INT 202) Add	2Ed. 3/1/80 LAST NM 25/88 Depth 159 meters (See 44/85-202)	(MCNM8136/88) 36/88 3°29.2'S 37°29.5'W
202	(INT 202) Add	2Ed. 3/1/80 LAST NM 36/88 Depth 22 meters enclosed by danger circle (PA)	(12(N183)88 Rio de Janeiro) 38/88 4°53'S 35°01'W
202	(INT 202) Add	2Ed. 3/1/80 LAST NM 38/88 Depth 104 meters enclosed by danger circle "Rep (1988)" (PA)	(20(E310)88 Rio de Janeiro) 20/89 20°43'S 32°15'W
202	(INT 202) Delete	2Ed. 3/1/80 LAST NM 20/89 R Bns (AERO)	(10(G152)89 Rio de Janeiro) 40/89 5°11'S 37°21'W 8°02'S 34°57'W 22°47'S 43°10'W
202	(INT 202) Substitute	2Ed. 3/1/80 LAST NM 40/89 Depth 80 meters for 110 meters "Rep (1986)"	(13(N192, N193)89 Rio de Janeiro) 6/90 4°45'S 35°11'W
	Add	Depth 17 meters enclosed by danger circle "Rep (1989)" (See 44/85-202)	4°42'S 35°31'W
202	(INT 202) Substitute	2Ed. 3/1/80 LAST NM 6/90 Depth 259 meters for 312 meters	(16(E240)89 Rio de Janeiro) 18/90 22°09'S 39°58'W
202	(INT 202) Add	2Ed. 3/1/80 LAST NM 18/90 Depth 7 meters	(15(1181)90 Taunton) 31/90 17°10'S 37°01'W
★**203**	(INT 203)	2Ed. 8/18/84 NEW EDITION	(DMAHTC) 43/84

203	(INT 203)	2Ed. 8/18/84 LAST NM 43/84	(30(1968)84 Taunton) 47/84
	Add	R Bn (AERO) (PA)	15°56'S 5°43'W
203	(INT 203)	2Ed. 8/18/84 LAST NM 47/84	(2(129)85 Taunton) 9/85
	Delete	Depth 124 meters	15°41.0'S 6°58.0'W
	Add	Depth 105 meters	15°38.5'S 6°57.5'W
203	(INT 203)	2Ed. 8/18/84 LAST NM 9/85	(HNNM7637/85) 52/85
	Change	Legends to	
		"CONTINUED ON INT 209"	9°00.0'S 17°10.0'W
		"CONTINUED ON INT 209"	6°15.0'S 1°00.0'E
203	(INT 203)	2Ed. 8/18/84 LAST NM 52/85	(20(1506)87 Taunton) 28/87
	Add	Depth 152 meters	14°23.23'S 12°06.65'E
203	(INT 203)	2Ed. 8/18/84 LAST NM 28/87	(51(3862)87 Taunton) 11/88
	Delete	Depth 152 meters	14°23.23'S 12°06.65'E
		(Supersedes 28/87-203)	
203	(INT 203)	2Ed. 8/18/84 LAST NM 11/88	(BA RA) 51/88
	Delete	R Bn (AERO)	5°54'S 12°19'E
203	(INT 203)	2Ed. 8/18/84 LAST NM 51/88	(25(1880)89 Taunton) 33/89
	Add	Depth 213 meters	9°44.8'S 12°05.3'W
203	(INT 203)	2Ed. 8/18/84 LAST NM 33/89	(7(499)91 Taunton) 18/91
	Delete	Depth 3453 meters	9°37'S 0°33'W
	Add	Depths 701 meters	6°28'S 1°12'E
		661 meters	9°30'S 0°28'W
★**204**	(INT 204)	3Ed. 1/15/83 NEW EDITION	(DMAHTC) 15/83
204	(INT 204)	3Ed. 1/15/83 LAST NM 15/83	(7(59)95 Cape Town) 38/85
	Add	Light symbol and R Bn	28°09'S 32°33'E
204	(INT 204)	3Ed. 1/15/83 LAST NM 38/85	(BA CH 2088) 24/86
	Add	Depth 201 meters	28°45'S 32°34'E
204	(INT 204)	3Ed. 1/15/83 LAST NM 24/86	(6(57)86 Cape Town) 35/86
	Add	Light symbol and R Bn with	
		legend "Jesser Pt"	27°32.5'S 32°40.0'E
204	(INT 204)	3Ed. 1/15/83 LAST NM 35/86	(9(85)86 Cape Town) 45/86
	Delete	Depth 1894 meters	37°47'S 15°40'E
	Add	Depth 1699 meters	37°41'S 16°03'E
204	(INT 204)	3Ed. 1/15/83 LAST NM 45/86	(8(54)87 Cape Town) 45/87
	Add	R Bn at light	31°49'S 18°14'E
204	(INT 204)	3Ed. 1/15/83 LAST NM 45/87	(7(39)90 Cape Town) 38/90
	Substitute	Depth 26 meters for 29 meters	35°01.7'S 19°56.0'E
★**211**	4Ed. 11/13/82	NEW EDITION	(DMAHTC) 2/83
211	4Ed. 11/13/82	LAST NM 2/83	(7(478)83 Taunton) 14/83
	Add	Depth 52 fathoms "Rep (1982)"	50°42.5'S 61°40.6'W
211	4Ed. 11/13/82	LAST NM 14/83	(8(550)83 Taunton) 15/83
	Add	Depth 46 fathoms	59°44'S 28°11'W
211	4Ed. 11/13/82	LAST NM 15/83	(14(954)83 Taunton) 27/83
	Add	Depth 19 fathoms (PA)	55°10.0'S 35°35.5'W
211	4Ed. 11/13/82	LAST NM 27/83	(19(1246)83 Taunton) 31/83
	Delete	Depth 12 meters "Rep (1968)" (PA)	33°50'S 3°10'W
211	4Ed. 11/13/82	LAST NM 31/83	(23(1510)83 Taunton) 33/83
	Add	Depth 253 fathoms	54°32'S 55°18'W
211	4Ed. 11/13/82	LAST NM 33/83	(NVS7018/83) 37/83
	Add	Depths 182 fathoms	61°42.9'S 58°46.0'W
		275 fathoms	61°38.5'S 59°06.5'W

★211	4Ed. 11/13/82 LAST NM 37/83		(NVS7138/83) 1/84
	Add	Depths 136 fathoms	63°48.2′S 54°26.5′W
		356 fathoms	60°38.5′S 43°52.8′W
		114 fathoms	60°38.0′S 43°58.0′W
		240 fathoms	60°15.0′S 47°01.0′W
211	4Ed. 11/13/82 LAST NM 1/84		(BA CH 2514) 18/84
	Add	Depth 8 fathoms 2 feet	51°13′S 61°02′W
211	4Ed. 11/13/82 LAST NM 18/84		(28(1821-1823)84 Taunton) 35/84
	Delete	Dotted-line circle and legend "Discolored water (rep 1925)"	43°21′S 46°12′W
		Depths 8 fathoms "Subra (1920) PD"	43°57′S 47°28′W
		117 fathoms	39°29′S 6°37′W
	Add	Depths 96 fathoms	39°32′S 6°37′W
		131 fathoms	39°27′S 7°58′W
		128 fathoms "Rep"	53°16′S 6°56′E
		113 fathoms "Rep"	54°12′S 6°18′E
211	4Ed. 11/13/82 LAST NM 35/84		(10(96)84 Cape Town) 9/85
	Delete	Depth 358 fathoms	42°25′S 1°35′W
	Add	Depths 240 fathoms	47°13′S 10°09′W
		178 fathoms	42°33′S 1°31′W
		346 fathoms	43°28′S 2°50′W
211	4Ed. 11/13/82 LAST NM 9/85		(12(150)84 Rio de Janeiro) 17/85
	Add	Depth 12 fathoms	33°50.0′S 3°09.0′W
211	4Ed. 11/13/82 LAST NM 17/85		(HNNM7479/85) 28/85
	Substitute	Depth 180 fathoms for 80 fathoms	65°28′S 68°25′W
211	4Ed. 11/13/82 LAST NM 28/85		(20(1318)85 Taunton) 31/85
	Add	Depth 30 fathoms	51°15′S 66°04′W
211	4Ed. 11/13/82 LAST NM 31/85		(BA CH 3175) 41/85
	Add	Depth 117 fathoms	59°42′S 44°58′W
211	4Ed. 11/13/82 LAST NM 41/85		(2(24)86 Cape Town) 15/86
	Substitute	Depth 78 fathoms for 82 fathoms	40°10′S 8°32′W
211	4Ed. 11/13/82 LAST NM 15/86		(2(157)87 Taunton) 11/87
	Add	Depths 115 fathoms	59°48′S 32°15′W
		339 fathoms	60°18′S 37°19′W
211	4Ed. 11/13/82 LAST NM 11/87		(MCNM7952/87) 29/87
	Add	Depths 114 fathoms "Rep (1987)" (PA)	53°13.0′S 63°45.5′W
		96 fathoms "Rep (1987)" (PA)	53°02.7′S 63°36.6′W
211	4Ed. 11/13/82 LAST NM 29/87		(35(2673)87 Taunton) 4/88
	Delete	Depth 253 fathoms	54°32′S 55°18′W
	Add	Depths 86 fathoms	54°35′S 55°18′W
		159 fathoms	61°06′S 37°18′W
211	4Ed. 11/13/82 LAST NM 4/88		(32(52)88 Brest) 46/88
	Add	Depth 516 fathoms	36°30′S 53°21′W
211	4Ed. 11/13/82 LAST NM 46/88		(14(1105)89 Taunton) 21/89
	Add	Depth 49 fathoms	40°06′S 9°07′W
211	4Ed. 11/13/82 LAST NM 21/89		(MCNM1066/89) 27/89
	Add	Depth 223 fathoms	61°31.2′S 54°17.3′W
211	4Ed. 11/13/82 LAST NM 27/89		(28(2125, 2126)89 Taunton) 46/89
	Delete	Depth 220 fathoms	61°46′S 57°01′W
	Add	Depths 74 fathoms	60°26′S 46°41′W
		95 fathoms	61°23′S 56°53′W
		46 fathoms	61°45′S 56°54′W
211	4Ed. 11/13/82 LAST NM 46/89		(21(1544)90 Taunton) 41/90
	Add	Depth 64 fathoms	53°51′S 35°56′W
211	4Ed. 11/13/82 LAST NM 41/90		(26(1851)90 Taunton) 47/90
	Add	Depth 14 fathoms	35°02′S 19°56′E

211	4Ed. 11/13/82 LAST NM 47/90			(43(3110)90 Taunton) 51/90
	Add	Depths 93 fathoms		61°36′S 56°59′W
		95 fathoms		61°43′S 57°00′W
211	4Ed. 11/13/82 LAST NM 51/90			(MCNM1046/90) 16/91
	Add	Legend "Volcanic Activity Rep (1989)"		
		to depth 49 fathoms		40°06′S 9°07′W
★211	4Ed. 11/13/82 LAST NM 16/91			(MCNM1079/91) 17/91
	Add	Depths 361 fathoms		43°00′S 2°31′W
		173 fathoms		43°31′S 1°14′W
211	4Ed. 11/13/82 LAST NM 17/91			(Arg CH 94; 16(1167)91 Taunton) 28/91
	Add	Depths 1 fathom		67°13′S 69°08′W
		10 fathoms (PA)		68°18′S 69°28′W
		Obstruction "Rep"		65°11′S 65°45′W
		Dangerous submerged rock (PA)		62°30′S 61°39′W
211	4Ed. 11/13/82 LAST NM 28/91			(5(31)91 Cape Town) 29/91
	Add	Depths 504 fathoms		52°31′S 4°59′W
		211 fathoms		58°05′S 27°01′W
		711 fathoms		42°46′S 7°46′W
★301	1Ed. 3/2/85	NEW CHART		(DMAHTC; 1(47)83 Taunton; 22(5)84 Genova) 19/85
	Relocate	R Bn (AERO) close N to		41°48.8′N 12°14.3′E
	Substitute	Light with legend "Wellhead"		
		for danger circle "Well"		37°30.00′N 11°54.5′E
301	(INT 301) 1Ed. 3/2/85 LAST NM 19/85			(12(834)85 Taunton) 21/85
	Delete	Depth 392 meters		36°01.8′N 4°37.0′W
301	(INT 301) 1Ed. 3/2/85 LAST NM 21/85			(11(1)85 Genova; US RA; 25(1656)85 Taunton) 34/85
	Delete	R Bn at light		44°01′N 9°51′E
		R Bns (AERO)		40°35′N 8°15′E
				38°03′N 13°11′E
	Add	R Bn at light		43°31′N 10°20′E
301	(INT 301) 1Ed. 3/2/85 LAST NM 34/85			(34(3597)85 Hamburg) 41/85
	Delete	Danger circle "Obstr" and buoy		
		in vicinity		33°50′N 12°03′E
301	(INT 301) 1Ed. 3/2/85 LAST NM 41/85			(35(2324)85 Taunton) 43/85
	Delete	Depth 179 meters		36°07.5′N 3°38.0′W
301	(INT 301) 1Ed. 3/2/85 LAST NM 43/85			(MCNM7809/86) 38/86
	Delete	R Bn at light		35°56′N 3°01′W
301	(INT 301) 1Ed. 3/2/85 LAST NM 38/86			(24(39)84 Genova) 13/87
	Add	R Bn at light		42°08.0′N 11°47.0′E
301	(INT 301) 1Ed. 3/2/85 LAST NM 13/87			(49(36), 50(34)89 Brest) 13/90
	Delete	R Bn at light		43°34′N 7°10′E
	Substitute	Depths 140 meters for 173 meters		38°54′N 9°44′E
		133 meters for 161 meters		38°45′N 9°34′E
301	(INT 301) 1Ed. 3/2/85 LAST NM 13/90			(5(33)90 Brest) 22/90
	Delete	R Bn at light		41°20′N 9°15′E
301	(INT 301) 1Ed. 3/2/85 LAST NM 22/90			(2(3)90 Genova) 27/90
	Delete	R Bn		36°49′N 11°58′E
	Add	R Bn at light		36°48′N 12°02′E
301	(INT 301) 1Ed. 3/2/85 LAST NM 27/90			(14(31)90 Brest) 34/90
	Delete	R Bn at light		41°34′N 8°48′E
301	(INT 301) 1Ed. 3/2/85 LAST NM 34/90			(22(26)90 Brest) 42/90
	Delete	Depth 292 meters		43°44′N 8°19′E
★302	(INT 302) 1Ed. 5/7/83	NEW CHART		(DMAHTC) 29/83
	Delete	R Bn (AERO)		38°45′N 16°22′E
				32°05′N 20°16′E
				32°47′N 21°58′E

302	(INT 302)	1Ed. 5/7/83 LAST NM 29/83	(6(43)83 Split) 31/83
	Add	Depth 49 meters	43°02′N 16°26′E
302	(INT 302)	1Ed. 5/7/83 LAST NM 31/83	(5(127)83 Athens) 41/83
	Substitute	Depth 32 meters for 66 meters	38°18′50″N 23°56′00″E
302	(INT 302)	1Ed. 5/7/83 LAST NM 41/83	(17(1)83 Genova; NVS7120/83) 50/83
	Delete	Depth 115 meters	40°12′N 25°27′E
	Add	Depth 100 meters	41°50.7′N 10°35.5′E
302	(INT 302)	1Ed. 5/7/83 LAST NM 50/83	(3(149)84 Taunton) 9/84
	Delete	R Bn (AERO)	38°06′N 21°24′E
302	(INT 302)	1Ed. 5/7/83 LAST NM 9/84	(NVS7211/84) 12/84
	Delete	Depths 99 meters	35°15′N 22°51′E
		100 meters	35°40′N 22°08′E
		100 meters	35°45′N 21°57′E
302	(INT 302)	1Ed. 5/7/83 LAST NM 12/84	(17(1)83 Genova) 14/84
	Delete	Depth 300 meters	41°50.7′N 10°35.5′E
		(See 50/83-302)	
302	(INT 302)	1Ed. 5/7/83 LAST NM 14/84	(11(316)83 Athens) 25/84
	Delete	Depth 29 meters	35°45′N 27°55′E
302	(INT 302)	1Ed. 5/7/83 LAST NM 25/84	(24(31)84 Brest) 31/84
	Delete	Depth 18 meters	38°02′N 10°43′E
302	(INT 302)	1Ed. 5/7/83 LAST NM 31/84	(22(5)84 Genova) 17/85
	Substitute	Light symbol for danger circle	37°30.0′N 11°54.0′E
		Note: Legend "Wellhead" remains	
302	(INT 302)	1Ed. 5/7/83 LAST NM 17/85	(HNNM7486/85) 28/85
	Add	Depth 146 meters (ED)	36°48′N 13°23′E
302	(INT 302)	1Ed. 5/7/83 LAST NM 28/85	(25(1662)85 Taunton) 34/85
	Delete	R Bn (AERO)	38°02′N 13°11′E
302	(INT 302)	1Ed. 5/7/83 LAST NM 34/85	(34(3597)85 Hamburg) 41/85
	Delete	Dotted-line circle "Obstr" and buoy in vicinity	33°50′N 12°03′E
302	(INT 302)	1Ed. 5/7/83 LAST NM 41/85	(BA RA) 40/86
	Delete	R Bn (AERO)	31°35′N 31°00′E
302	(INT 302)	1Ed. 5/7/83 LAST NM 40/86	(24(39)84 Genova) 13/87
	Add	R Bn at light	42°08.0′N 11°48.0′E
302	(INT 302)	1Ed. 5/7/83 LAST NM 13/87	(DMAHTC) 22/87
	Delete	R Bn (AERO)	30°53′N 20°05′E
★**302**	(INT 302)	1Ed. 5/7/83 LAST NM 22/87	(MCNM7988/87) 17/88
	Delete	R Bn (AERO)	39°04′N 26°36′E
302	(INT 302)	1Ed. 5/7/83 LAST NM 17/88	(MCNM7988/87) 33/88
	Delete	R Bn (AERO)	31°10′N 29°56′E
302	(INT 302)	1Ed. 5/7/83 LAST NM 33/88	(2(4)90 Istanbul) 21/90
	Delete	R Bn at light	41°14′N 29°07′E
★**310**	20Ed. 12/29/79	NEW EDITION	(DMAHTC) 12/80
310	20Ed. 12/29/79 LAST NM 12/80		(NVS6198/80) 35/80
	Substitute	Depth 854 meters for 178 meters	35°45′N 23°27′E
310	20Ed. 12/29/79 LAST NM 35/80		(14(777)81 Taunton) 24/81
	Add	Depths 62 meters "Rep (1981)"	37°28′N 10°43′E
		68 meters "Rep (1981)"	37°16′N 11°34′E
★**310**	20Ed. 12/29/79 LAST NM 24/81		(NVS6431/81) 28/81
	Delete	Depths 13 meters	42°46′N 3°58′E
		150 meters	41°14′N 10°26′E
		24 meters	39°33′N 18°34′E
		9 meters	31°22′N 29°08′E
	Add	Depth 750 meters	41°14′N 10°26′E

310	20Ed. 12/29/79 LAST NM 28/81		(US RA) 19/82
	Delete	R Bn	31°39′N 34°37′E
			32°11′N 34°50′E
		(AERO)	33°50′N 35°30′E
310	20Ed. 12/29/79 LAST NM 19/82		(20(176)82 Istanbul) 42/82
	Add	R Bn (AERO) (PA)	36°53′N 30°47′E
310	20Ed. 12/29/79 LAST NM 42/82		(35(2127)82 Taunton) 49/82
	Add	Depth 60 meters	39°31.7′N 15°33.9′E
310	20Ed. 12/29/79 LAST NM 49/82		(1(47)83 Taunton) 17/83
	Relocate	R Bn (AERO) close NNW to	41°48′N 12°17′E
310	20Ed. 12/29/79 LAST NM 17/83		(BA RA) 25/83
	Add	R Bn (AERO)	44°53′N 13°45′E
310	20Ed. 12/29/79 LAST NM 25/83		(BA RA) 29/83
	Delete	R Bn at lights	42°26′N 11°08′E
			38°43′N 13°12′E
			42°00′N 15°00′E
			40°01′N 15°17′E
			39°02′N 17°12′E
			37°56′N 16°04′E
	Add	R Bn at light	38°11′N 12°44′E
310	20Ed. 12/29/79 LAST NM 29/83		(BA RA) 42/83
	Add	R Bn (AERO)	42°43.7′N 10°23.9′E
310	20Ed. 12/29/79 LAST NM 42/83		(17(1)83 Genova) 50/83
	Add	Depth 100 meters	41°51′N 10°36′E
310	20Ed. 12/29/79 LAST NM 50/83		(11(46)84 Brest) 22/84
	Delete	R Bn at light	36°46′N 5°07′E
310	20Ed. 12/29/79 LAST NM 22/84		(NVS7211/84) 23/84
	Delete	Depth 99 meters (ED)	35°15′N 22°52′E
		100 meters (ED)	35°40′N 22°09′E
		100 meters (ED)	35°47′N 21°54′E
310	20Ed. 12/29/79 LAST NM 23/84		(41/74, 12(316)83 Athens; Gr CH 45) 25/84
	Delete	Depth 30 meters	35°44′N 27°53′E
	Add	Depth 91 meters "Rep (1974)" (PA)	35°35.0′N 29°18.0′E
310	20Ed. 12/29/79 LAST NM 25/84		(20(20)84 Brest) 26/84
	Substitute	Depth 229 meters for 278 meters	38°39′N 14°02′E
310	20Ed. 12/29/79 LAST NM 26/84		(HNNM7486/85) 28/85
	Add	Depth 146 meters (ED)	36°48′N 13°23′E
310	20Ed. 12/29/79 LAST NM 28/85		(10(5)85 Genova) 33/85
	Add	R Bn at light	43°33′N 10°17′E
310	20Ed. 12/29/79 LAST NM 33/85		(11(1)85 Genova; US RA) 34/85
	Delete	R Bn at lights	44°01′N 9°52′E
			40°34′N 8°10′E
310	20Ed. 12/29/79 LAST NM 34/85		(MCNM7802/86) 37/86
	Add	Depth 157 meters enclosed by depth contour (200-meter)	36°50′N 7°28′W
310	20Ed. 12/29/79 LAST NM 37/86		(MCNM7809/86) 38/86
	Delete	R Bn at light	35°56′N 3°02′W
310	20Ed. 12/29/79 LAST NM 38/86		(MCNM7988/87) 33/88
	Delete	R Bn (AERO)	31°13′N 29°56′E
310	20Ed. 12/29/79 LAST NM 33/88		(49(36), 50(34)89 Brest) 13/90
	Delete	R Bn at light	43°32′N 7°08′E
	Substitute	Depths 140 meters for 173 meters	38°53′N 9°45′E
		133 meters for 161 meters	38°42′N 9°35′E
310	20Ed. 12/29/79 LAST NM 13/90		(2(4)90 Istanbul) 21/90
	Delete	R Bn at light	41°14′N 29°07′E
310	20Ed. 12/29/79 LAST NM 21/90		(14(31)90 Brest) 34/90
	Delete	R Bn at light	41°32′N 8°47′E

310	20Ed. 12/29/79 LAST NM 34/90		(3/90 Haifa) 6/91
	Delete	R Bn at light	32°55'N 35°05'E
	Add	R Bn at light	32°50'N 34°58'E
★**400**	(INT 400)	2Ed. 8/3/85 NEW EDIT'ON	(DMAHTC; 9(625)83 Taunton) 52/85
	Substitute	Depth 22 meters for 9 meters (Previously published 39/85)	17°52'N 77°58'W
	Substitute	Depth 433 meters for 33 meters	18°20'N 74°51'W
400	(INT 400)	2Ed. 8/3/85 LAST NM 52/85	(HNNM7693/86) 9/86
	Delete	Depth 9 meters	15°21'N 81°11'W
400	(INT 400)	2Ed. 8/3/85 LAST NM 9/86	(HNNM7637/85; 7695/86) 10/86
	Delete	Depths 28 meters	17°18'N 77°55'W
		14 meters	13°54'N 78°18'W
		11 meters	15°57'N 81°00'W
		6 meters	13°32'N 81°48'W
		13 meters	16°25'N 82°11'W
	Change	Legend "INT 503" to "INT 811"	18°13'N 77°17'W
400	(INT 400)	2Ed. 8/3/85 LAST NM 10/86	(2(176)86 Taunton) 12/86
	Delete	Depth 12 meters	14°35'N 60°46'W
	Add	Depth 15 meters	14°34'N 60°46'W
400	(INT 400)	2Ed. 8/3/85 LAST NM 12/86	(HNNM7729/86; 2(177)86 Taunton) 14/86
	Delete	Depth 7 meters	18°29'N 84°10'W
	Add	Depth 152 meters	15°41'N 61°29'W
400	(INT 400)	2Ed. 8/3/85 LAST NM 14/86	(5(97)86 's-Gravenhage) 18/86
	Add	Depth 4 meters enclosed by danger circle (ED)	17°35'N 63°35'W
400	(INT 400)	2Ed. 8/3/85 LAST NM 18/86	(CL646/86) 29/86
	Add	Depth 28 meters "Rep (1986)" (PA)	22°59'N 87°07'W
400	(INT 400)	2Ed. 8/3/85 LAST NM 29/86	(24/86 CG7) 30/86
	Add	Buoy "41002", Y Fl(4) Y 20s	32°14'32"N 75°19'22"W
400	(INT 400)	2Ed. 8/3/85 LAST NM 30/86	(14(1454)86 Hamburg; MCNM7841/86) 45/8(
	Add	Depths 30 meters "Rep (1986)" (PA)	18°48.6'N 83°15.2'W
		15 meters "Rep (1986)" (PA)	21°57.0'N 86°25.0'W
400	(INT 400)	2Ed. 8/3/85 LAST NM 45/86	(42(3092)86 Taunton) 52/86
	Substitute	Depth 21 meters for 31 meters	18°48.0'N 83°18.4'W
400	(INT 400)	2Ed. 8/3/85 LAST NM 52/86	(MCNM7923/87) 14/87
	Add	Depth 210 meters	23°50.1'N 87°28.5'W
400	(INT 400)	2Ed. 8/3/85 LAST NM 14/87	(BA CH 1220) 17/87
	Add	Depth 90 meters "Rep (1965)" (ED)	17°03'N 87°38'W
400	(INT 400)	2Ed. 8/3/85 LAST NM 17/87	(MCNM7936/87) 21/87
	Add	Depths 159 meters	18°21.5'N 83°44.0'W
		21 meters	18°21.9'N 84°14.6'W
		28 meters	18°48.7'N 83°14.9'W
400	(INT 400)	2Ed. 8/3/85 LAST NM 21/87	(6(81)87 Brest) 35/87
	Delete	Depth 31 meters	14°10'N 60°50'W
400	(INT 400)	2Ed. 8/3/85 LAST NM 35/87	(MCNM8057/88) 9/88
	Add	Rock awash	22°00'N 76°09'W
400	(INT 400)	2Ed. 8/3/85 LAST NM 9/88	(MCNM8078/88) 15/88
	Delete	Depths 27 meters	17°16.0'N 75°24.0'W
		27 meters	17°07.0'N 75°27.0'W
	Add	Depths 56 meters	17°15.3'N 75°24.5'W
		24 meters	17°12.9'N 75°25.0'W
400	(INT 400)	2Ed. 8/3/85 LAST NM 15/88	(9(756)88 Taunton) 24/88
	Delete	R Bn (AERO) at light	17°24'N 83°56'W
400	(INT 400)	2Ed. 8/3/85 LAST NM 24/88	(MCNM8123/88) 32/88
	Substitute	Depth 389 meters for 438 meters	20°50'N 74°01'W

400	(INT 400)	2Ed. 8/3/85 LAST NM 32/88	(26(57)88 Hamburg) 36/88
	Substitute	Depth 16 meters for 36 meters	23°37'N 87°19'W
400	(INT 400)	2Ed. 8/3/85 LAST NM 36/88	(MCNM8169/88) 48/88
	Delete	Depths 23 meters	18°34'N 83°24'W
		25 meters	18°39'N 83°14'W
		31 meters	18°38'N 83°09'W
		7 meters	18°29'N 83°52'W
		33 meters	18°34'N 83°47'W
		18 meters	18°43'N 84°06'W
		31 meters	18°26'N 84°10'W
		49 meters	16°59'N 82°17'W
		40 meters	18°28'N 84°18'W
400	(INT 400)	2Ed. 8/3/85 LAST NM 48/88	(MCNM8169/88) 50/88
	Delete	Depths 112 meters	17°25'N 71°43'W
		24 meters	16°34'N 61°38'W
		44 meters (PA)	16°43'N 61°31'W
		37 meters (PA)	16°44'N 61°44'W
		43 meters (PA)	16°50'N 61°42'W
		60 meters	16°35'N 61°57'W
		73 meters	16°25'N 62°05'W
	Substitute	Depth 18 meters for 15 meters	20°23'N 80°27'W
400	(INT 400)	2Ed. 8/3/85 LAST NM 50/88	(47/88 CG7) 3/89
	Relocate	R Bn (26°57'N 80°05'W) to	27°04'N 80°07'W
400	(INT 400)	2Ed. 8/3/85 LAST NM 3/89	(MCNM1030/89) 11/89
	Add	Depth 25 meters "Rep (1987)"	20°15'N 69°14'W
400	(INT 400)	2Ed. 8/3/85 LAST NM 11/89	(MCNM1074/89) 29/89
	Add	Depth 448 meters "Rep (1988)" (PA)	16°32'N 85°24'W
400	(INT 400)	2Ed. 8/3/85 LAST NM 29/89	(24/89 CG7) 31/89
	Delete	R Bn at light	17°59'N 65°53'W
400	(INT 400)	2Ed. 8/3/85 LAST NM 31/89	(MCNM1102/89) 38/89
	Substitute	Depth 16 meters enclosed by danger circle for 108 meters	21°50'N 76°19'W
400	(INT 400)	2Ed. 8/3/85 LAST NM 38/89	(25(58)89 Brest) 23/90
	Add	Depth 18 meters	18°47'N 83°14'W
400	(INT 400)	2Ed. 8/3/85 LAST NM 23/90	(MCNM1000/90) 24/90
	Delete	Superbuoy ODAS "41006"	29°19.0'N 77°16.0'W
	Add	Superbuoy ODAS "41006" Y, Fl(4) Y 20s	29°18.1'N 77°22.9'W
400	(INT 400)	2Ed. 8/3/85 LAST NM 24/90	(MCNM1058/90; 43(3112)90 Taunton) 51/90
	Delete	Depths 37 meters	19°28'N 92°16'W
		75 meters	18°52'N 68°24'W
		60 meters	18°53'N 68°14'W
		22 meters	18°42'N 68°02'W
		22 meters	18°31'N 68°01'W
		9 meters	18°29'N 68°19'W
400	(INT 400)	2Ed. 8/3/85 LAST NM 51/90	(MCNM1098/91) 22/91
	Relocate	Superbuoy ODAS "41002" (32°14.5'N 75°19.4'W) to	32°17.7'N 75°14.4'W
	Add	Superbuoys, each ODAS Y, Fl(4) Y 20s	
		"42002"	25°55.5'N 93°35.2'W
		"42020"	27°00.3'N 96°29.9'W
		"41009"	28°30.1'N 80°11.0'W
400	(INT 400)	2Ed. 8/3/85 LAST NM 22/91	(MCNM1098/91) 23/91
	Add	Superbuoys, each ODAS Y, Fl(4) Y 20s	
		"42003"	25°36.2'N 85°54.9'W
		"42001"	25°55.7'N 89°39.2'W
		"42019"	27°54.1'N 95°00.0'W
400	(INT 400)	2Ed. 8/3/85 LAST NM 23/91	(25(1829)91 Taunton) 34/91
	Add	Depths 153 meters "Rep (1991)"	18°20.0'N 67°45.0'W
400	(INT 400)	2Ed. 8/3/85 LAST NM 34/91	(28/91 CG7) 35/91
	Relocate	Superbuoy ODAS "41009" close SE to	28°30.0'N 80°10.8'W
★**401**	(INT 401)	5Ed. 6/15/91 NEW EDITION	(DMAHTC; 27/91 CG8) 33/91
	Add	Danger circle "Obstr" (PA)	27°52'N 96°32'W

401	(INT 401) Relocate	5Ed. 6/15/91 LAST NM 33/91 Superbuoy ODAS "41009" close SE to	(28/91 CG7) 35/91 28°30.0'N 80°10.8'W
★**402**	(INT 402)	4Ed. 5/25/85 NEW EDITION	(DMAHTC) 32/85
402	(INT 402) Substitute	4Ed. 5/25/85 LAST NM 32/85 Depths 22 meters for 9 meters 18 meters for 17 meters	(46(2296, 2297)75 Taunton) 39/85 17°52'N 77°59'W 17°59'N 78°04'W
402	(INT 402) Add	4Ed. 5/25/85 LAST NM 39/85 Depth 287 meters "Rep (1985)" Light symbol R Bn (AERO)	(HNNM7588/85; 35(2309)85 Taunton) 42/85 20°45.5'N 73°24.5'W 12°16.0'N 71°58.0'W 12°14.0'N 72°00.0'W
402	(INT 402) Delete	4Ed. 5/25/85 LAST NM 42/85 Depths 60 meters 73 meters	(HNNM7469/85, 7601/85) 46/85 16°34'N 61°54'W 16°30'N 62°04'W
402	(INT 402) Delete	4Ed. 5/25/85 LAST NM 46/85 Depth 9 meters	(HNNM7693/86) 9/86 15°21'N 81°11'W
402	(INT 402) Delete	4Ed. 5/25/85 LAST NM 9/86 Depths 28 meters 14 meters 11 meters 6 meters 13 meters	(HNNM7695/86) 10/86 17°20'N 77°56'W 13°53'N 78°18'W 15°58'N 81°01'W 13°34'N 81°48'W 16°27'N 82°15'W
402	(INT 402) Delete Add	4Ed. 5/25/85 LAST NM 10/86 Depth 12 meters Depth 15 meters	(2(176)86 Taunton) 12/86 14°35'N 60°46'W 14°34'N 60°46'W
402	(INT 402) Delete Add	4Ed. 5/25/85 LAST NM 12/86 Depth 7 meters Depth 29 meters "Rep (1985)" Depth 152 meters	(1(99), 2(177)86 Taunton; HNNM7729/86) 14/86 18°29'N 84°10'W 15°59'N 81°01'W 15°41'N 61°29'W
402	(INT 402) Add	4Ed. 5/25/85 LAST NM 14/86 Depth 4 meters enclosed by danger circle (ED)	(5(97)86 's-Gravenhage) 18/86 17°35'N 63°35'W
402	(INT 402) Add	4Ed. 5/25/85 LAST NM 18/86 Depth 30 meters "Rep (1986)" (PA)	(14(1454)86 Hamburg) 45/86 18°48.6'N 83°15.2'W
402	(INT 402) Substitute	4Ed. 5/25/85 LAST NM 45/86 Depth 21 meters for 31 meters	(42(3092)86 Taunton) 52/86 18°48.0'N 83°18.4'W
402	(INT 402) Delete	4Ed. 5/25/85 LAST NM 52/86 R Bn (AERO)	(39(2855)86 Taunton) 1/87 11°12'N 68°24'W
402	(INT 402) Delete	4Ed. 5/25/85 LAST NM 1/87 Depth 46 meters	(MCNM7932/87) 15/87 22°07'N 74°23'W
402	(INT 402) Add	4Ed. 5/25/85 LAST NM 15/87 Depths 159 meters 21 meters 28 meters	(MCNM7936/87) 21/87 18°21.5'N 83°44.0'W 18°21.9'N 84°14.6'W 18°48.7'N 83°14.9'W
402	(INT 402) Delete	4Ed. 5/25/85 LAST NM 21/87 Depth 31 meters	(6(81)87 Brest) 35/87 14°10'N 60°50'W
402	(INT 402) Delete	4Ed. 5/25/85 LAST NM 35/87 Depth 18 meters	(MCNM8020/87) 49/87 14°30'N 80°25'W
402	(INT 402) Add	4Ed. 5/25/85 LAST NM 49/87 Rock awash	(MCNM8057/88) 9/88 22°00'N 76°09'W
402	(INT 402) Delete	4Ed. 5/25/85 LAST NM 9/88 R Bn (AERO) at light	(9(756)88 Taunton) 24/88 17°24'N 83°56'W
402	(INT 402) Substitute	4Ed. 5/25/85 LAST NM 24/88 Depth 389 meters for 438 meters	(MCNM8123/88) 32/88 20°50'N 74°01'W
402	(INT 402) Add	4Ed. 5/25/85 LAST NM 32/88 Depth 12 meters "Rep (1988)" (PA)	(20(1558)88 Taunton) 33/88 18°47'N 83°51'W

402	(INT 402)	4Ed. 5/25/85 LAST NM 33/88	(MCNM8078/88) 43/88
	Add	Depths 24 meters	17°12.9'N 75°25.0'W
		56 meters	17°15.3'N 75°24.5'W
402	(INT 402)	4Ed. 5/25/85 LAST NM 43/88	(MCNM8169/88) 48/88
	Delete	Depths 49 meters	17°00'N 82°17'W
		25 meters	18°37'N 83°12'W
		31 meters	18°37'N 83°08'W
		23 meters	18°35'N 83°23'W
		33 meters	18°33'N 83°47'W
		7 meters	18°28'N 83°51'W
		40 meters	18°29'N 84°17'W
		31 meters	18°25'N 84°10'W
		18 meters	18°44'N 84°07'W
402	(INT 402)	4Ed. 5/25/85 LAST NM 48/88	(MCNM8169/88) 50/88
	Delete	Depths 112 meters	17°26'N 71°44'W
		43 meters	16°50'N 61°40'W
		37 meters	16°45'N 61°41'W
		35 meters	16°38'N 61°34'W
		44 meters	16°39'N 61°31'W
		24 meters	16°34'N 61°36'W
402	(INT 402)	4Ed. 5/25/85 LAST NM 50/88	(MCNM1030/89) 11/89
	Add	Depth 25 meters "Rep (1987)"	20°14.9'N 69°14.4'W
402	(INT 402)	4Ed. 5/25/85 LAST NM 11/89	(MCNM1102/89) 38/89
	Delete	Depth 108 meters	21°48'N 76°18'W
	Add	Depth 16 meters enclosed by danger circle	21°50'N 76°19'W
402	(INT 402)	4Ed. 5/25/85 LAST NM 38/89	(25(58)89 Brest) 23/90
	Add	Depth 18 meters	18°47.0'N 83°14.0'W
402	(INT 402)	4Ed. 5/25/85 LAST NM 23/90	(MCNM1058/90) 51/90
	Delete	Depths 75 meters	18°51'N 68°24'W
		60 meters	18°52'N 68°14'W
		9 meters	18°29'N 68°19'W
		22 meters "Rep (1979)" (PA)	18°33'N 68°07'W
402	(INT 402)	4Ed. 5/25/85 LAST NM 51/90	(25(1829)91 Taunton) 34/91
	Add	Depth 153 meters "Rep (1991)"	18°20.0'N 67°45.0'W
★**411**	41Ed. 2/2/91	NEW EDITION	(NOS, 17/91 CG8, BA LL) 24/91
	Add	Wreck (PA)	28°56.0'N 89°43.0'W
		(Previously published 13/91)	
	Add	Danger circle "Obstn (Pipe)" (PA)	28°09.7'N 93°19.3'W
		(Previously published 15/91)	
	Add	Dangerous wreck (PA)	28°41.1'N 92°59.8'W
		Buoy "WR" R, QR (Priv maintd)	28°41.4'N 92°59.9'W
		Danger circle "Obstn (Pipe)" (PA)	28°46.6'N 95°11.7'W
		(Previously published 18/91)	
	Change	Light to Fl 20M	18°09'N 94°24'W
	Add	Dangerous wreck (PA)	28°39.8'N 92°29.5'W
411	41Ed. 2/2/91 LAST NM 24/91		(MCNM1098/91) 25/91
	Delete	Superbuoy ODAS "42017"	27°52.6'N 90°53.2'W
411	41Ed. 2/2/91 LAST NM 25/91		(MCNM1098/91) 26/91
	Delete	Superbuoy ODAS "41011"	28°13.0'N 80°08.5'W
411	41Ed. 2/2/91 LAST NM 26/91		(20/91 CG8) 27/91
	Add	Buoy "WR" R (Priv maintd)	28°40.8'N 92°58.8'W
411	41Ed. 2/2/91 LAST NM 27/91		(Mex LL) 29/91
	Change	Light to Fl(3) 6s 24M	22°16.0'N 97°49.0'W
411	41Ed. 2/2/91 LAST NM 29/91		(23/91 CG8) 30/91
	Add	Danger circle "Obstn" (PA)	28°30.8'N 95°44.3'W
411	41Ed. 2/2/91 LAST NM 30/91		(23, 24/91 CG7) 31/91
	Delete	Light	25°40.9'N 80°09.4'W
		Note: Tower remains	
	Add	R Bn 322 kHz •••–	25°44.0'N 80°09.6'W

411 41Ed. 2/2/91 LAST NM 31/91 (25, 27, 28/91 CG8) 32/91
Delete Buoy "WR" 28°40.8'N 92°58.8'W
(Supersedes 27/91-411)

Change Buoy "WR" to R (Priv maintd) 28°41.4'N 92°59.9'W
(See 24/91-411)

Add Danger circle "Obstn" (PA) 27°51.6'N 96°32.2'W
Dangerous wreck (PA) 30°10.8'N 87°17.7'W

411 41Ed. 2/2/91 LAST NM 32/91 (Cuba LL) 33/91
Change Visibility (range) of lights to 18M 23°09'N 82°21'W
16M 23°00'N 83°13'W

411 41Ed. 2/2/91 LAST NM 33/91 (30/91 CG8) 34/91
Add Depth 9½ fathoms "Rep (1991)" 30°08.5'N 87°17.9'W

411 41Ed. 2/2/91 LAST NM 34/91 (28/91 CG7) 35/91
Relocate Superbuoy ODAS "41009" close SE to 28°30.0'N 80°10.8'W

★500 (INT 810) 6Ed. 5/12/90 NEW EDITION (NOS) 36/90

500 (INT 810) 6Ed. 5/12/90 LAST NM 36/90 (49(818)90 Ottawa; NOS) 2/91
Add Designation "ODAS 46[illegible] to superbuoy 50°56.3'N 135°51.9'W
Superbuoy ODAS "46205" Y, Fl(5) Y 54°10.0'N 134°20.0'W

500 (INT 810) 6Ed. 5/12/90 LAST NM 2/91 (5(108)91 Ottawa) 10/91
Delete Superbuoy ODAS 54°17.4'N 133°24.0'W

500 (INT 810) 6Ed. 5/12/90 LAST NM 10/91 (7/91 CG17) 11/91
Add Submarine cable joining 59°50'N 149°28'W
59°28'N 149°12'W
59°00'N 148°47'W
58°55'N 148°38'W
58°53'N 148°33'W
58°52'N 148°31'W
58°41'N 148°11'W
58°39'N 148°05'W

★501 (INT 801) 8Ed. 6/2/90 NEW EDITION (NOS, 26/90 CG13) 39/90
Relocate Buoy close NE to 42°45.6'N 124°38.9'W

501 (INT 801) 8Ed. 6/2/90 LAST NM 39/90 (39/90 CG11) 43/90
Change Period of superbuoy ODAS "46014" to 39°12.9'N 123°59.1'W
10s

501 (INT 801) 8Ed. 6/2/90 LAST NM 43/90 (48/90 CG13) 52/90
Delete R Bn at light 46°44.1'N 124°05.0'W

501 (INT 801) 8Ed. 6/2/90 LAST NM 52/90 (5(108)91 Ottawa) 10/91
Delete Superbuoy ODAS 54°17.4'N 133°24.0'W

501 (INT 801) 8Ed. 6/2/90 LAST NM 10/91 (MCNM1098/91) 23/91
Relocate Superbuoys ODAS "46023" close E to 34°15.2'N 120°39.7'W
"46002" close NW 42°31.6'N 130°23.4'W

501 (INT 801) 8Ed. 6/2/90 LAST NM 23/91 (CL321/91) 25/91
Delete Superbuoy ODAS "46029" 46°09.7'N 124°10.3'W

501 (INT 801) 8Ed. 6/2/90 LAST NM 25/91 (MCNM1098/91) 28/91
Add Superbuoys, each ODAS Y, Fl(5) Y 20s
"46205" 54°10.0'N 134°20.0'W
"46185" 52°25.2'N 129°48.0'W

501 (INT 801) 8Ed. 6/2/90 LAST NM 28/91 (CL509/91) 33/91
Delete Depth 60 meters, dotted-line circle, blue tint and legend "Subm obstn" 32°44'N 117°35'W

Depth 60 meters, dotted-line circle, blue tint and legend "Subm Target" 32°10'N 117°51'W

★502 (INT 802) 2Ed. 7/23/83 NEW EDITION (DMAHTC) 40/83
Add Depth 302 meters "Rep (1983)" 19°11.5'N 105°00.0'W
(Previously published 37/83)

Add Depth 637 meters "Rep (1983)" 30°58'N 116°40'W
(Previously published 39/83)

502 (INT 802)	2Ed. 7/23/83 LAST NM 40/83		(NVS6883/83) 43/83
Substitute	Depth 803 meters for 244 meters		29°13′N 116°19′W
502 (INT 802)	2Ed. 7/23/83 LAST NM 43/83		(NVS7119/83) 51/83
Add	Depths 92 meters "Rep (1983)"		22°16′30″N 106°16′30″W
	122 meters "Rep (1983)"		22°22′45″N 106°18′15″W
	202 meters "Rep (1983)"		22°29′30″N 106°20′30″W
502 (INT 802)	2Ed. 7/23/83 LAST NM 51/83		(US CH E1306) 2/84
Add	Chartlet, depicting changes in hydrography, from back of Section I		30°41′N 122°50′W
502 (INT 802)	2Ed. 7/23/83 LAST NM 2/84		(NVS7162/84) 5/84
Add	Depths 476 meters "Rep (1983)"		29°54.9′N 116°05.6′W
	55 meters "Rep (1983)"		24°47.0′N 112°28.1′W
502 (INT 802)	2Ed. 7/23/83 LAST NM 5/84		(US RA) 27/84
Delete	R Bn (AERO)		31°18′N 113°32′W
502 (INT 802)	2Ed. 7/23/83 LAST NM 27/84		(HNNM7457/85) 34/85
Add	Purple dashed lines (recommended route) between		35°00.0′N 123°00.0′W
			37°01.0′N 124°25.0′W
		between	36°30.0′N 124°25.0′W
			35°00.0′N 123°23.0′W
		between	37°57.3′N 123°03.2′W
			38°20.0′N 123°40.0′W
		between	38°20.0′N 123°55.0′W
			37°54.6′N 123°05.3′W
	Note "NOTE A US Trans-Alaskan Pipeline System (TAPs) routes are recommended for safe routing of tank vessels between the Port of Valdez AK and US west coast ports. These are not IMO adopted recommended routes."		37°30.0′N 120°00.0′W
	Legend "See Note A"		36°30.0′N 124°10.0′W
	Purple open-outlined arrows indicating flow of traffic oriented 330.1°		36°00.0′N 123°30.0′W
	150.1°		36°00.0′N 124°15.0′W
	305.5°		38°15.0′N 123°20.0′W
	125.2°		38°00.0′N 123°30.0′W
502 (INT 802)	2Ed. 7/23/83 LAST NM 34/85		(HNNM7565/85) 38/85
Add	Depth 478 meters (PA)		22°44.3′N 107°34.4′W
502 (INT 802)	2Ed. 7/23/83 LAST NM 38/85		(HNNM7637/85) 52/85
Change	International chart number "INT 502" to "INT 802" in margins (4) of chart		
502 (INT 802)	2Ed. 7/23/83 LAST NM 52/85		(HNNM7737/86) 15/86
Add	Depth 180 meters "Rep (1986)"		24°45′N 110°10′W
502 (INT 802)	2Ed. 7/23/83 LAST NM 15/86		(46/87 CG11) 51/87
Delete	Buoy		34°06′N 120°32′W
502 (INT 802)	2Ed. 7/23/83 LAST NM 51/87		(MCNM8109/88) 27/88
Add	Depth 468 meters "Rep (1987)" (PA)		29°37′N 116°52′W
502 (INT 802)	2Ed. 7/23/83 LAST NM 27/88		(MCNM8144/88) 39/88
Substitute	Depth 626 meters for 1544 meters		16°04′N 108°37′W
502 (INT 802)	2Ed. 7/23/83 LAST NM 39/88		(MCNM1068, 1070/89) 27/89
Delete	Depth 21 meters		30°00′N 124°05′W
	Purple dashed lines (recommended route) and directional arrows in vicinity		36°00′N 123°40′W
			38°05′N 123°20′W
	Legend "See Note A"		36°30′N 124°10′W
	Note A (See 2/84-502)		37°30′N 120°00′W

502	(INT 802) Add	2Ed. 7/23/83 LAST NM 27/89 Depth 450 meters	(MCNM1083/89) 33/89 31°17′N 118°41′W
502	(INT 802) Add	2Ed. 7/23/83 LAST NM 33/89 Depth 456 meters	(MCNM1093/89) 36/89 29°03′N 116°09′W
502	(INT 802) Add	2Ed. 7/23/83 LAST NM 36/89 Superbuoy ODAS "46023" Y, Fl(4) Y 20s	(MCNM1098/91) 23/91 34°15.2′N 120°39.7′W
502	(INT 802) Delete	2Ed. 7/23/83 LAST NM 23/91 Depth 60 meters, dotted-line circle, blue tint and legend "Subm Obstr"	(CL509/91) 33/91 32°44′N 117°35′W 32°10′N 117°51′W
★**503**	(INT 811) Delete	3Ed. 5/25/85 NEW EDITION Depths 13 meters 14 meters 6 meters	(DMAHTC; NVS7039/83) 34/85 16°25′N 82°11′W 15°24′N 80°25′W 13°30′N 81°47′W
	Add	Legend "(PA)" to depths 532 meters "(1982)" 569 meters "(1982)"	15°57.0′N 78°23.0′W 15°54.0′N 78°24.0′W
503	(INT 811) Substitute	3Ed. 5/25/85 LAST NM 34/85 Depths 22 meters for 9 meters 18 meters for 17 meters	(46(2296, 2297)75 Taunton) 39/85 17°52′N 77°59′W 17°59′N 78°04′W
503	(INT 811) Change	3Ed. 5/25/85 LAST NM 39/85 International chart number "INT 503" to "INT 811" in margins (4) of chart	(HNNM7637/85) 52/85
503	(INT 811) Add	3Ed. 5/25/85 LAST NM 52/85 Position circle "R Sta"	(46(3080)85 Taunton) 7/86 0°53.95′S 89°36.75′W
503	(INT 811) Delete	3Ed. 5/25/85 LAST NM 7/86 Depth 9 meters	(HNNM7693/86) 9/86 15°20′N 81°13′W
503	(INT 811) Delete	3Ed. 5/25/85 LAST NM 9/86 Depths 28 meters 14 meters 11 meters	(HNNM7695/86) 10/86 17°18′N 77°56′W 13°53′N 78°17′W 15°58′N 81°00′W
503	(INT 811) Add	3Ed. 5/25/85 LAST NM 10/86 Depth 393 meters "Rep (1986)"	(HNNM7714/86) 12/86 7°41′N 84°47′W
503	(INT 811) Add	3Ed. 5/25/85 LAST NM 12/86 Depth 29 meters "Rep (1985)" enclosed by danger circle	(1(99)86 Taunton) 14/86 15°59′N 81°01′W
503	(INT 811) Add	3Ed. 5/25/85 LAST NM 14/86 Depth 90 meters "Rep (1965)" (ED)	(BA CH 1220) 17/87 17°03′N 87°38′W
503	(INT 811) Delete	3Ed. 5/25/85 LAST NM 17/87 Depth 18 meters	(MCNM8020/87) 49/87 14°30′N 80°24′W
503	(INT 811) Delete	3Ed. 5/25/85 LAST NM 49/87 R Bn (AERO)	(9(756)88 Taunton) 24/88 17°24′N 83°56′W
503	(INT 811) Substitute	3Ed. 5/25/85 LAST NM 24/88 Depth 626 meters for 1544 meters	(MCNM8144/88) 39/88 16°03′N 108°39′W
503	(INT 811) Add	3Ed. 5/25/85 LAST NM 39/88 Depth 822 meters enclosed by depth contour (1000-meter)	(21(48)88 Brest) 45/88 3°12′N 88°57′W
503	(INT 811) Delete	3Ed. 5/25/85 LAST NM 45/88 Depth 50 meters	(MCNM8169/88) 48/88 16°58′N 82°18′W
503	(INT 811) Add	3Ed. 5/25/85 LAST NM 48/88 Depths 990 meters 994 meters	(34(35)88 Brest) 7/89 5°00′N 86°14′W 4°52′N 86°33′W
503	(INT 811) Delete	3Ed. 5/25/85 LAST NM 7/89 Depth 33 meters	(MCNM1015/89) 8/89 5°58′N 81°45′W
	Substitute	Depth 162 meters for 14 meters	13°11′N 90°43′W

503	(INT 811)	3Ed. 5/25/85 LAST NM 8/89	(MCNM1074, 1075/89) 29/89
	Add	Depths 725 meters "Rep"	7°34'N 84°50'W
		448 meters "Rep (1988)" (PA)	16°32'N 85°24'W
503	(INT 811)	3Ed. 5/25/85 LAST NM 29/89	(30(2165)90 Taunton) 39/90
	Add	Depth 17 meters "Rep (1989)" enclosed by danger circle	14°37'N 93°57'W
★**504**	(INT 809)	4Ed. 2/19/83 NEW EDITION	(DMAHTC) 18/83
504	(INT 809)	4Ed. 2/19/83 LAST NM 18/83	(39, 46, 47/84 CG14) 52/84
	Add	Superbuoys, each ODAS, yellow, Fl(4) Y 20s	
		"51002"	17°11.4'N 157°49.8'W
		"51003"	19°11.0'N 160°49.2'W
		"51004"	17°31.9'N 152°37.1'W
504	(INT 809)	4Ed. 2/19/83 LAST NM 52/84	(NVS7391/85) 19/85
	Add	Depth 225 meters "Rep (1984)"	9°29'N 160°58'W
504	(INT 809)	4Ed. 2/19/83 LAST NM 19/85	(49/85 CG14, HNNM7637/85) 52/85
	Change	International chart number "INT 504" to "INT 809" in margins (4) of chart	
	Add	Superbuoy ODAS, "51005", yellow Fl(4) Y 20s	20°21'N 156°04'W
504	(INT 809)	4Ed. 2/19/8: LAST NM 52/85	(HNNM7706/86) 12/86
	Delete	Depth 11 meters	23°00'N 162°00'W
504	(INT 809)	4Ed. 2/19/83 LAST NM 12/86	(26/87 CG14) 36/87
	Add	Light flare symbol	21°35'N 158°16'W
		Superbuoy ODAS "51001", yellow, Fl(4) Y 20s	23°26'N 162°18'W
504	(INT 809)	4Ed. 2/19/83 LAST NM 36/87	(32/87 CG14) 46/87
	Add	Light Fl 10s 174ft 25M	22°14'N 159°24'W
504	(INT 809)	4Ed. 2/19/83 LAST NM 46/87	(MCNM8066/88) 11/88
	Add	Depth 478 meters	21°54'N 159°56'W
504	(INT 809)	4Ed. 2/19/83 LAST NM 11/88	(MCNM1071/89) 37/89
	Add	Depth 74 meters "Rep (1974)"	27°43'N 175°35'W
504	(INT 809)	4Ed. 2/19/83 LAST NM 37/89	(10/91 CG14) 22/91
	Relocate	Superbuoy ODAS "51004" (17°31.9'N 152°37.1'W) to	17°32.3'N 152°28.7'W
504	(INT 809)	4Ed. 2/19/83 LAST NM 22/91	(MCNM1098/91) 23/91
	Relocate	Superbuoy ODAS "51002" (17°11.4'N 157°49.8'W) to	17°09.9'N 157°49.2'W
504	(INT 809)	4Ed. 2/19/83 LAST NM 23/91	(30/91 CG14) 34/91
	Relocate	Superbuoy ODAS "51004" (17°32.3'N 152°28.7'W) to (See 22/91-504)	17°26.1'N 152°20.4'W
★**505**	(INT 617)	2Ed. 4/18/81 NEW EDITION	(DMAHTC) 23/81
505	(INT 617)	2Ed. 4/18/81 LAST NM 23/81	(22(1199)81 Taunton) 29/81
	Delete	Light symbol	4°44'N 160°25'W
★**505**	(INT 617)	2Ed. 4/18/81 LAST NM 29/81	(NVS6728/82) 35/82
	Delete	Danger circle "Breakers"	2°00'S 174°48'W
505	(INT 617)	2Ed. 4/18/81 LAST NM 35/82	(31(1915)82 Taunton) 41/82
	Delete	Danger circle "Breakers (rep 1980)"	6°33.8'N 177°34.0'E
505	(INT 617)	2Ed. 4/18/81 LAST NM 41/82	(Jpn CH 2004) 15/83
	Substitute	Depth 5090 meters for 50 meters	0°00' 176°28'E
505	(INT 617)	2Ed. 4/18/81 LAST NM 15/83	(NVS7383, 7384/85) 6/85
	Substitute	Depth 1418 meters for 1498 meters	8°19'N 159°51'W
	Add	Danger circle "Breakers Rep (1980)"	6°33.8'N 177°33.0'E
505	(INT 617)	2Ed. 4/18/81 LAST NM 6/85	(NVS7391/85) 19/85
	Add	Depth 225 meters "Rep (1984)"	9°29'N 160°58'W

505	(INT 617)	2Ed. 4/18/81 LAST NM 19/85		(HNNM7637/85) 52/85
	Change	International chart number "INT 505" to "INT 617" in margins (4) of chart		
		Legend to "CONTINUED ON INT 809"		10°58'N 172°55'W
505	(INT 617)	2Ed. 4/18/81 LAST NM 52/85		(MCNM7846/86) 52/86
	Delete	Danger circle		0°51'S 174°45'W
	Add	Depth 22 meters "Rep (1986)"		1°46'S 174°39'W
505	(INT 617)	2Ed. 4/18/81 LAST NM 52/86		(MCNM8048/88) 7/88
	Add	Depth 11 meters		1°38'N 173°03'W
505	(INT 617)	2Ed. 4/18/81 LAST NM 7/88		(MCNM8152/88) 43/88
	Add	Depth 168 meters		2°56'N 158°46'W
★**506**	(INT 506)	1Ed. 3/26/83 NEW CHART		(DMAHTC) 21/83
506	(INT 506)	1Ed. 3/26/83 LAST NM 21/83		(27(1763)83 Taunton) 36/83
	Add	Dotted-line circle with legend "Shoal (rep 1895)" (ED)		0°27'S 167°12'E
506	(INT 506)	1Ed. 3/26/83 LAST NM 36/83		(Jpn CH 2004) 15/87
	Delete	R Bns (AERO)		11°20'N 162°21'E 19°17'N 166°40'E
	Substitute	Depth 16 meters for 18 meters		7°00'N 144°11'E
	Add	Stranded wreck		12°15'N 170°04'E 11°18'N 169°45'E
		Dotted-line circle with blue tint "Breakers"		7°27'N 171°57"
		Depth 12.8 meters enclosed by dotted-line circle with blue tint		7°40'N 148°27'E
		Dangerous submerged rock "Reef"		7°00'N 149°02'E
		Depths 34 meters 31 meters 22 meters 93 meters		10°11'N 169°45'E 7°42'N 148°20'E 8°17'N 148°35'E 17°00'N 145°46'E
506	(INT 506)	1Ed. 3/26/83 LAST NM 15/87		(HNNM7655/85) 16/87
	Delete	Depth 43 meters		12°43'N 144°38'E
506	(INT 506)	1Ed. 3/26/83 LAST NM 16/87		(11(863)87 Taunton) 21/87
	Add	Stranded wreck		1°06.5'N 154°45.0'E
506	(INT 506)	1Ed. 3/26/83 LAST NM 21/87		(53(461)87 Brest) 24/88
	Add	Buoy "ET3", orange and white, conical		1°57'N 165°02'E
506	(INT 506)	1Ed. 3/26/83 LAST NM 24/88		(MCNM8152/88) 43/88
	Add	Depths 548 meters 914 meters		5°54'N 158°13'E 6°46'N 153°44'E
506	(INT 506)	1Ed. 3/26/83 LAST NM 43/88		(98745)89 Taunton) 26/89
	Add	Danger circle "Breakers Rep (1989)"		1°45'N 152°02'E
506	(INT 506)	1Ed. 3/26/83 LAST NM 26/89		(26(60)89 Brest) 41/89
	Delete	Buoy "ET 3"		1°57'N 165°02'E
★**507**	(INT 507)	1Ed. 4/12/86 NEW CHART		(DMAHTC; BA RA) 25/86
	Delete	R Bn (AERO)		2°35'S 140°31'E
507	(INT 507)	1Ed. 4/12/86 LAST NM 25/86		(MCNM7909/87) 10/87
	Add	Depth 688 meters (PA)		2°01'S 148°48'E
507	(INT 507)	1Ed. 4/12/86 LAST NM 10/87		(MCNM0003/87) 48/87
	Delete	Depth 1170 meters		3°52.0'N 128°08.0'E
	Add	Depth 454 meters		3°47.0'N 128°08.0'E

507 (INT 507)	1Ed. 4/12/86 LAST NM 48/87		(MCNM8116/88) 40/88
Delete	Depths 25.5 meters		11°28'N 121°21'E
	27 meters		12°25'N 121°54'E
Substitute	Depth 1081 meters for 107 meters		11°01'N 126°01'E
507 (INT 507)	1Ed. 4/12/86 LAST NM 40/88		(38(523, 524)88 Sydney) 53/88
Substitute	Depth 8 meters for 9.1 meters "Rep"		1°23'S 144°26'E
	Reef symbol with legend "Western Reef" for islet and legend "Western I"		2°08'S 145°55'E
507 (INT 507)	1Ed. 4/12/86 LAST NM 53/88		(23(190-193)89 Jakarta) 33/89
Add	R Bn at lights		0°59'N 119°00'E
			3°34'S 118°56'E
			5°24'S 118°26'E
			1°54'N 125°06'E
507 (INT 507)	1Ed. 4/12/86 LAST NM 33/89		(MCNM1090/89) 35/89
Add	Depth 618 meters		2°50.5'N 125°03.6'E
507 (INT 507)	1Ed. 4/12/86 LAST NM 35/89		(Indo CH 406) 31/90
Add	Depth 64 meters		2°41.5'S 130°01.8'E
507 (INT 507)	1Ed. 4/12/86 LAST NM 31/90		(32(2297)90 Taunton) 49/90
Add	R Bn at light		0°50'S 131°12'E
507 (INT 507)	1Ed. 4/12/86 LAST NM 49/90		(34(224), 36(236, 237)90 Jakarta) 4/91
Add	Light symbols		0°51'S 117°18'E
			5°42'S 119°46'E
			5°24'S 117°56'E
507 (INT 507)	1Ed. 4/12/86 LAST NM 4/91		(MCNM1079/91) 13/91
Add	Depth 265 meters "Rep (1990)"		6°00.0'S 125°03.8'E
507 (INT 507)	1Ed. 4/12/86 LAST NM 13/91		(23(285)91 Sydney) 33/91
Add	Danger circle "Reef Rep (1991)"		3°07'S 148°10'E
★**508** (INT 508)	1Ed. 7/2/83 NEW CHART		(DMAHTC, NVS6848/83) 37/83
Delete	R Bns (AERO)		14°46'N 120°13'E
			5°54'N 117°58'E
			4°14'N 117°53'E
			1°39'N 109°50'E
			0°09'S 109°23'E
			8°30'S 117°25'E
			8°31'S 116°05'E
			8°44'S 115°10'E
			6°59'S 110°23'E
			6°43'S 108°34'E
			0°29'S 104°34'E
			2°25'N 103°51'E
			2°13'N 102°13'E
			3°58'N 101°03'E
			5°28'N 100°23'E
	Light		16°59'N 112°16'E
Change	Legend of "Rocky I" to "Woody I"		16°50'N 112°30'E
Add	Lights		16°50.0'N 112°20.0'E
			2°29.0'S 108°51.0'E
	Depth 284 meters "Rep (1983)"		15°00.5'N 116°30.0'E
508 (INT 508)	1Ed. 7/2/83 LAST NM 37/83		(NVS7025/83) 39/83
Add	Depth 13 meters "Rep (1982)"		9°43'N 109°07'E
508 (INT 508)	1Ed. 7/2/83 LAST NM 39/83		(NVS7060/83) 43/83
Add	Depths 62 meters "Rep (1983)" (PA)		20°52.8'N 115°42.1'E
	136 meters "Rep (1983)" (PA)		20°45.3'N 115°39.5'E
508 (INT 508)	1Ed. 7/2/83 LAST NM 43/83		(38(2455)83 Taunton) 45/83
Delete	Dangerous wreck		23°47'N 119°54'E
Add	Dangerous wreck		23°45'N 119°53'E

508 (INT 508) Delete	1Ed. 7/2/83 LAST NM 45/83 Depth 5.4 meters, blue tint, enclosing depth contours (2) and legend "Owen Sh." in vicinity	(NVS7290/84) 33/84 8°09'N 111°59'E	
508 (INT 508) Add	1Ed. 7/2/83 LAST NM 33/84 Depth 457 meters "Rep (1984)" Light	(NVS7306/84; 18(158)84 Jakarta) 35/84 15°08'N 117°06'E 0°15'N 108°04'E	
508 (INT 508) Add	1Ed. 7/2/83 LAST NM 35/84 Depth 401 meters "Rep (1984)"	(32(2115)84 Taunton) 39/84 15°37.0'N 112°28.0'E	
508 (INT 508) Delete	1Ed. 7/2/83 LAST NM 39/84 Light	(11(49)84 China) 40/84 21°49'N 113°56'E	
508 (INT 508) Add	1Ed. 7/2/83 LAST NM 40/84 Danger circle "Obstr"	(7(175)85 Tokyo) 12/85 5°17'N 107°58'E	
508 (INT 508) Add	1Ed. 7/2/83 LAST NM 12/85 Depth 45 meters "Rep (1985)" (PA)	(NVS7410/85) 13/85 5°46.6'N 107°28.8'E	
508 (INT 508) Add	1Ed. 7/2/83 LAST NM 13/85 Depths 13 meters 25 meters 29 meters	(HNNM7490/85; 23(201)84 Jakarta) 28/85 5°22'S 117°41'E 5°32'S 116°10'E 5°32'S 116°14'E	
508 (INT 508) Add	1Ed. 7/2/83 LAST NM 28/85 Light symbol Depth 15.9 meters "Rep (1985)"	(49(439)85 Jakarta; 20(1347)85 Taunton) 31/85 1°10'S 119°21'E 23°14'N 118°12'E	
508 (INT 508) Add	1Ed. 7/2/83 LAST NM 31/85 Depths 10 meters 33 meters 41 meters 13.7 meters 69 meters 98 meters 17.7 meters 35 meters	(24(1610)85 Taunton) 33/85 5°59'N 105°56'E 6°06'N 107°19'E 6°22'N 108°18'E 7°22'N 109°00'E 8°10'N 108°51'E 8°21'N 109°53'E 7°16'N 109°42'E 5°37'N 110°02'E	
508 (INT 508) Add	1Ed. 7/2/83 LAST NM 33/85 Light flare symbols	(26(1735-1737)85 Taunton) 34/85 2°59'N 107°47'E 3°58'N 108°24'E 4°46'N 108°02'E	
508 (INT 508) Add	1Ed. 7/2/83 LAST NM 34/85 Light flare symbol	(28(1848)85 Taunton) 35/85 5°49'S 105°24'E	
508 (INT 508) Add	1Ed. 7/2/83 LAST NM 35/85 Depths 31 meters 33 meters 28 meters 31 meters 26 meters 24 meters 29 meters 20 meters 18 meters 36 meters Obstr "Rep (1985)" (PA)	(29(1905)85 Taunton; HNNM7542/85) 36/85 8°49'N 108°26'E 8°47'N 108°18'E 8°39'N 108°05'E 8°35'N 108°13'E 8°29'N 107°50'E 8°21'N 107°35'E 8°14'N 107°49'E 9°25'N 108°22'E 8°20'N 106°35'E 22°23'N 117°53'E	
508 (INT 508) Delete	1Ed. 7/2/83 LAST NM 36/85 Depth 608 meters and enclosing dotted line	(HNNM7559/85) 38/85 4°51'S 118°24'E	
Add	Depths 522 meters 423 meters 268 meters 26 meters "Rep (1984)" (PA) 39 meters "Rep (1984)" (PA) 38 meters "Rep (1984)" (PA) 40 meters "Rep (1984)" (PA) 39 meters "Rep (1984)" (PA) 27 meters "Rep (1984)" (PA)	4°51'S 118°25'E 4°16'S 117°22'E 5°04'S 118°07'E 0°05'N 106°20'E 0°10'S 106°40'E 0°51'S 107°26'E 0°06'S 106°31'E 0°22'S 106°50'E 1°45'S 108°33'E	
508 (INT 508) Delete	1Ed. 7/2/83 LAST NM 38/85 Depth 603 meters and enclosing dotted line (See 38/85-508)	(HNNM7654, 7559/85; 43(2865)85 Taunton) 2/86 4°51'S 118°24'E	

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508	(Continued)		2/86
	Substitute	Depth 34 meters (PA) for 45 meters "Rep (1985)" (PA) (See 13/85-508)	5°47.0'N 107°30.0'E
	Add	Depth 25 meters "Rep (1985)"	0°41'N 108°17'E
508	(INT 508)	1Ed. 7/2/83 LAST NM 2/86	(HNNM7680/86) 7/86
	Add	Depth 35.8 meters (PA)	0°13.5'S 106°07.8'E
		34.9 meters (PA)	0°17.9'S 106°15.0'E
		32.5 meters (PA)	0°19.1'S 106°18.1'E
		29.5 meters (PA)	0°22.1'S 106°23.1'E
		30.5 meters	0°25.0'S 106°28.9'E
		34.9 meters (PA)	0°30.2'S 106°39.2'E
		34.9 meters (PA)	0°34.9'S 106°47.8'E
		35.9 meters (PA)	0°44.0'S 107°05.5'E
		39.0 meters (PA)	0°48.0'S 107°15.1'E
		35.4 meters (PA)	0°51.5'S 107°20.0'E
		31.6 meters	0°55.2'S 107°24.8'E
508	(INT 508)	1Ed. 7/2/83 LAST NM 7/86	(HNNM 7690/86) 9/86
	Add	Depth 28 meters "Rep (1983)" (PA)	5°10'S 116°39'E
508	(INT 508)	1Ed. 7/2/83 LAST NM 9/86	(10/86 Malaysia) 15/86
	Delete	Light symbol	2°15.5'N 103°59.0'E
508	(INT 508)	1Ed. 7/2/83 LAST NM 15/86	(10(746)86 Taunton; DMAHTC; 11(259)86 Tokyo) 18/86
	Add	Depth 20.1 meters	1°50.0'S 107°17.0'E
		Depth 36 meters "Rep (1968)"	7°18.0'N 116°26.0'E
508	(INT 508)	1Ed. 7/2/83 LAST NM 18/86	(8(609)86 Taunton) 19/86
	Delete	Depth 10 meters (See 33/85-508)	5°59'N 105°56'E
508	(INT 508)	1Ed. 7/2/83 LAST NM 19/86	(MCNM7755/86) 20/86
	Add	Depths 129 meters	4°59.0'N 113°13.4'E
		275 meters	5°02.0'N 113°16.7'E
508	(INT 508)	1Ed. 7/2/83 LAST NM 20/86	(6(38)86 China) 22/86
	Add	R Bn at lights	20°00'N 110°56'E
			20°54'N 110°36'E
508	(INT 508)	1Ed. 7/2/83 LAST NM 22/86	(16(1189)86 Taunton) 23/86
	Add	Light symbol	5°27'S 105°18'E
508	(INT 508)	1Ed. 7/2/83 LAST NM 23/86	(18(1340)86 Taunton) 28/86
	Delete	R Bn (AERO)	6°11'N 116°11'E
508	(INT 508)	1Ed. 7/2/83 LAST NM 28/86	(22(1594)86 Taunton) 29/86
	Add	Light	8°53'S 116°35'E
508	(INT 508)	1Ed. 7/2/83 LAST NM 29/86	(15(195)86 Jakarta) 30/86
	Substitute	Depth 9 meters for 11 meters	8°35'S 114°38'E
508	(INT 508)	1Ed. 7/2/83 LAST NM 30/86	(MCNM7783/86) 31/86
	Add	Depth 266 meters (PA)	9°08'N 111°50'E
508	(INT 508)	1Ed. 7/2/83 LAST NM 31/86	(19(20)85 Brest) 4/87
	Add	Depth 20 meters (PA)	12°17'N 113°07'E
508	(INT 508)	1Ed. 7/2/83 LAST NM 4/87	(MCNM7897/87) 9/87
	Add	Depths 17.6 meters	5°16'S 117°33'E
		13.2 meters	5°42'S 117°10'E
		36 meters	5°44'S 117°48'E
		9.4 meters	5°48'S 117°07'E
		26 meters	5°43'S 117°28'E
		28 meters	5°32'S 117°33'E
		35 meters	5°42'S 117°36'E
		9.6 meters	5°54'S 117°19'E
508	(INT 508)	1Ed. 7/2/83 LAST NM 9/87	(51(3770)86 Taunton) 10/87
	Delete	R Bn (AERO) at light	5°58'S 106°50'E
508	(INT 508)	1Ed. 7/2/83 LAST NM 10/87	(MCNM7934/87) 20/87
	Add	Dangerous wreck	22°23'N 117°35'E
508	(INT 508)	1Ed. 7/2/83 LAST NM 20/87	(Jpn CH 2006) 44/87
	Substitute	Depth 20 meters for 38 meters	17°16'N 120°09'E

(continued on next page)

508	(Continued)			44/87
	Add	Light symbols		17°05′N 111°26′E
				16°27′N 111°28′E
				16°03′N 112°27′E
				2°33′S 101°05′E
		R Bn (AERO)		5°23′N 103°08′E
				12°40′N 101°00′E
		Depth 46 meters		5°40′S 102°27′E
		Danger circle "Obstr"		4°55′S 115°48′E
508	(INT 508)	1Ed. 7/2/83 LAST NM 44/87		(MCNM8116/88) 40/88
	Delete	Depth 307 meters		14°00′N 114°22′E
	Substitute	Depth 3292 meters for 1463 meters		13°28′N 115°41′E
	Add	Depth 29 meters		22°50′N 117°09′E
508	(INT 508)	1Ed. 7/2/83 LAST NM 40/88		(33(2541)88 Taunton) 43/88
	Substitute	Danger circle "Obstr" for dangerous wreck		2°18′S 107°06′E
508	(INT 508)	1Ed. 7/2/83 LAST NM 43/88		(47(374, 376, 377, 382)88 Jakarta) 10/89
	Add	R Bns at light		5°42′S 106°43′E
				4°10′S 114°39′E
		R Bns		0°20′N 108°56′E
				1°10′S 116°59′E
508	(INT 508)	1Ed. 7/2/83 LAST NM 10/89		(19(160)89 Jakarta) 29/89
	Add	Light flare symbol to R Bn (See 10/89-508)		1°10′S 116°59′E
508	(INT 508)	1Ed. 7/2/83 LAST NM 29/89		(23(187-192)89 Jakarta) 33/89
	Add	R Bn at lights		3°20′S 10?°12′E
				3°34′S 118°57′E
				2°29′S 108°51′E
				0°58′N 118°59′E
				5°24′S 118°26′E
		R Bn		7°47′S 109°38′E
508	(INT 508)	1Ed. 7/2/83 LAST NM 33/89		(MCNM1021/90) 39/90
	Substitute	Depth 119 meters "Rep (1989)" for 128 meters		9°56′N 109°55′E
	Add	Depth 122 meters "Rep (1989)"		9°51′N 109°50′E
508	(INT 508)	1Ed. 7/2/83 LAST NM 39/90		(38(2725)90 Taunton) 3/91
	Add	Depth 20.1 meters Wk		5°26′N 107°35′E
508	(INT 508)	1Ed. 7/2/83 LAST NM 3/91		(34(224), 36(236, 237)90 Jakarta) 4/91
	Add	Light symbols		0°51′S 117°18′E
				5°42′S 119°46′E
				5°25′S 117°57′E
508	(INT 508)	1Ed. 7/2/83 LAST NM 4/91		(36(49)90 Brest) 6/91
	Add	Depth 30 meters		7°15′N 103°04′E
508	(INT 508)	1Ed. 7/2/83 LAST NM 6/91		(MCNM1079/91) 13/91
	Add	Depth 426 meters "Rep (1990)"		8°16.0′N 109°38.0′E
★**509**	(INT 509)	3Ed. 12/7/85 NEW EDITION		(DMAHTC; 39(1199)85 Tokyo) 8/86
	Substitute	Depth 144 meters for 173 meters (Previously published 2/86)		28°52′N 129°34′E
	Delete	R Bn (AERO)		14°44′N 120°13′E
				35°39′N 135°05′E
	Change	Designation of superbuoy to "(ODAS)"		25°40′N 135°55′E
509	(INT 509)	3Ed. 12/7/85 LAST NM 8/86		(DMAHTC; 52(1516)85 Tokyo) 9/86
	Delete	Depths 14.6 meters		31°43′N 128°19′E
		14.6 meters		31°33′N 128°16′E
		and relocate dotted line northward to enclose 51-meter depth		

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509	(Continued) Change	Current note to "CURRENT (Meandering of the Kurosio) As a large-scale cold water mass appears in the offing of Ensyu Nada, the Kurosio current flows to go round the cold water mass between the offing of Kii Suido and Lzu Syoto. Once such a cold water mass emerges, the meandering of the Kurosio continues to remain for about two to ten years."	9/86 41°37'N 123°50'E
509	(INT 509) Substitute	3Ed. 12/7/85 LAST NM 9/86 Depth 72 meters for dangerous submerged rock	(50(3346)85 Taunton; 4(63)86 Seoul) 13/86 36°46'N 129°43'E
	Add	Depth 20 meters (PA)	25°28'N 121°54'E
509	(INT 509) Delete	3Ed. 12/7/85 LAST NM 13/86 Depth 21.5 meters	(6(148)86 Tokyo) 15/86 26°49'N 125°22'E
509	(INT 509) Delete	3Ed. 12/7/85 LAST NM 15/86 R Bn	(6(38)86 China; BA RA) 22/86 39°48'N 119°32'E
	Add	R Bn at lights	38°52'N 121°49'E 37°24'N 122°42'E 36°53'N 122°30'E 38°44'N 121°08'E 38°40'N 122°11'E
		R Bns	39°07'N 117°43'E 36°04'N 120°26'E 34°29'N 119°47'E 32°01'N 121°43'E
509	(INT 509) Delete	3Ed. 12/7/85 LAST NM 22/86 Depth 23.5 meters	(17(430)86 Tokyo) 27/86 27°24'N 125°57'E
509	(INT 509) Change	3Ed. 12/7/85 LAST NM 27/86 Designation of buoy to "(ODAS)"	(32(942)86 Tokyo) 39/86 29°00.0'N 134°57.0'E
509	(INT 509) Delete	3Ed. 12/7/85 LAST NM 39/86 Depth 132 meters	(MCNM7822/86) 41/86 27°29'N 127°42'E
	Add	Depth 126 meters "Rep (1986)"	27°30'N 127°43'E
509	(INT 509) Add	3Ed. 12/7/85 LAST NM 41/86 Depths 140 meters 363 meters "Rep (1986)"	(MCNM7842/86) 46/86 30°07'N 127°56'E 30°19'N 128°07'E
509	(INT 509) Change	3Ed. 12/7/85 LAST NM 46/86 Designation of buoy to "(ODAS)"	(39(1173)86 Tokyo) 48/86 28°10'N 126°20'E
509	(INT 509) Delete	3Ed. 12/7/85 LAST NM 48/86 Buoy "(ODAS)" (See 8/86-509)	(42(1259)86 Tokyo) 51/86 25°40'N 135°55'E
509	(INT 509) Add	3Ed. 12/7/85 LAST NM 51/86 Depth 288 meters "Rep (1986)" (PA)	(MCNM7862/86) 52/86 29°54.3'N 129°23.6'E
509	(INT 509) Add	3Ed. 12/7/85 LAST NM 52/86 Depth 23 meters "Rep (1986)"	(39(2836)86 Taunton) 2/87 25°39'N 122°33'E
509	(INT 509) Substitute	3Ed. 12/7/85 LAST NM 2/87 Depth 4.6 meters for 5.4 meters	(33(638)86 Seoul) 3/87 32°07'N 125°12'E
509	(INT 509) Add	3Ed. 12/7/85 LAST NM 3/87 Depths 17 meters "Rep (1987)" (ED) 20.5 meters "Rep (1987)" (ED) 32 meters "Rep (1979)" 20.5 meters "Rep (1987)" (ED)	(MCNM7951/87; 44(2646)79 Taunton) 29/87 29°47'N 128°45'E 29°54'N 129°02'E 30°03'N 129°25'E 29°59'N 129°05'E
509	(INT 509) Delete	3Ed. 12/7/85 LAST NM 29/87 Danger circle "Obst"	(18(545)87 Tokyo) 30/87 28°52'N 128°59'E
	Add	Depth 2.2 meters	28°51'N 128°58'E

509 (INT 509)	3Ed. 12/7/85 LAST NM 30/87		(46(3494)87 Tokyo) 8/88
Add	Dashed-line circle "Discol water Rep (1987)"		27°41'N 128°20'E
509 (INT 509)	3Ed. 12/7/85 LAST NM 8/88		(MCNM8096/88) 24/88
Add	Depths 399 meters "Rep (1987)"		32°49'N 139°37'E
	367 meters "Rep (1987)"		32°48'N 139°27'E
	362 meters "Rep (1987)"		32°49'N 139°10'E
509 (INT 509)	3Ed. 12/7/85 LAST NM 24/88		(13(73)88 Tianjin) 51/88
Delete	Depths 19.8 meters		25°21'N 120°00'E
	14.6 meters		25°26'N 120°11'E
	18 meters and legend "bl M"		25°29'N 120°26'E
	27 meters		26°07'N 120°42'E
	9.1 meters		25°50'N 120°41'E
	Dotted-line circle and blue tint		25°53'N 120°27'E
509 (INT 509)	3Ed. 12/7/85 LAST NM 51/88		(MCNM1054/89) 19/89
Change	Legend "(5 buoys)" to "(4 buoys)"		26°52'N 129°07'E
509 (INT 509)	3Ed. 12/7/85 LAST NM 19/89		(17(570)90 Tokyo) 31/90
Add	Light symbol		30°49.8'N 129°57.6'E
509 (INT 509)	3Ed. 12/7/85 LAST NM 31/90		(18(599)90 Tokyo) 32/90
Substitute	Depth 39 meters for 71 meters		30°32'N 129°30'E
509 (INT 509)	3Ed. 12/7/85 LAST NM 32/90		(17(1316)90 Taunton) 40/90
Add	Depth 31 meters		20°06.0'N 121°50.0'E
509 (INT 509)	3Ed. 12/7/85 LAST NM 40/90		(37(1310)90 Tokyo) 46/90
Substitute	Depth 10.7 meters for 18 meters		24°12'N 123°29'E
509 (INT 509)	3Ed. 12/7/85 LAST NM 46/90		(40(1410)90 Tokyo) 48/90
Delete	Danger circle "Obstr"		30°52.8'N 131°05.2'E
509 (INT 509)	3Ed. 12/7/85 LAST NM 48/90		(8(227)91 Tokyo) 15/91
Delete	Depth 8.2 meters		30°37.3'N 130°05.0'E
509 (INT 509)	3Ed. 12/7/85 LAST NM 15/91		(42(554)90 Hamburg) 17/91
Add	Superbuoy ODAS, yellow		29°30.0'N 124°05.0'E
509 (INT 509)	3Ed. 12/7/85 LAST NM 17/91		(MCNM1046/90) 18/91
Delete	Depth 106 meters		21°48'N 136°39'E
Add	Depth 89 meters		21°48'N 136°38'E
★**510** (INT 510)	2Ed. 3/22/86 NEW EDITION		(DMAHTC) 21/86
510 (INT 510)	2Ed. 3/22/86 LAST NM 21/86		(HNNM7662/86) 22/86
Delete	Depth 21 meters		17°08'N 143°15'E
	Depth 128 meters, blue tint and enclosing dotted line		26°08'N 140°43'E
Change	Designation of buoys to "ODAS"		25°40'N 135°56'E
			38°31'N 145°30'E
Add	Depths 370 meters "Rep (1982)"		23°05'N 142°20'E
	22 meters		17°09'N 143°13'E
510 (INT 510)	2Ed. 3/22/86 LAST NM 22/86		(42(1259)86 Tokyo) 51/86
Delete	Buoy "(ODAS)"		25°40'N 135°55'E
★**510** (INT 510)	2Ed. 3/22/86 LAST NM 51/86		(MCNM0001/87) 10/87
Substitute	Depth 5156 meters for danger circle "Ridge"		20°31'N 152°49'E
510 (INT 510)	2Ed. 3/22/86 LAST NM 10/87		(19(574)87 Tokyo) 29/87
Delete	Superbuoy "ODAS"		38°30'N 145°30'E
Add	Superbuoy "ODAS" Fl Ra Ref		36°40'N 145°40'E
510 (INT 510)	2Ed. 3/22/86 LAST NM 29/87		(MCNM7986/87) 44/87
Add	Dashed-line circle "Discol water (1987)"		27°09'N 141°40'E

510	(INT 510)	2Ed. 3/22/86 LAST NM 44/87	(46(3493)87 Taunton)
	Add	Dashed-line circle	
		"Discol water Rep (1987)"	27°00'N 141°
510	(INT 510)	2Ed. 3/22/86 LAST NM 8/88	(MCNM8096/88) 24
	Add	Depths 399 meters "Rep (1987)"	32°49'N 139°
		367 meters "Rep (1987)"	32°48'N 139°
		362 meters "Rep (1987)"	32°49'N 139°
★**511**	(INT 511)	3Ed. 2/8/86 NEW EDITION	(DMAHTC) 17
	Substitute	Depth 72 meters for	
		dangerous submerged rock	36°46'N 129°4
		(Previously published 13/86)	
511	(INT 511)	3Ed. 2/8/86 LAST NM 17/86	(4(292)86 Taunton) 18
	Delete	Depth 214 meters	44°24'N 139°3
	Add	Depth 160 meters	44°26'N 139°3
511	(INT 511)	3Ed. 2/8/86 LAST NM 18/86	(16(1197)86 Taunton) 23
	Add	Light symbol	46°13.9'N 150°34.
511	(INT 511)	3Ed. 2/8/86 LAST NM 23/86	(12(934)86 Taunton) 26
	Delete	R Bn at light	51°44'N 143°1
	Add	R Bn	51°57.0'N 143°08.
511	(INT 511)	3Ed. 2/8/86 LAST NM 26/86	(19(1412)86 Taunton) 33
	Add	R Bn	45°26.0'N 147°55.
		R Bn at light	46°13.9'N 150°34.
		(See 23/86-511)	
511	(INT 511)	3Ed. 2/8/86 LAST NM 33/86	(45(8624)86 Leningrad) 3
	Delete	Light	50°44'N 156°0
511	(INT 511)	3Ed. 2/8/86 LAST NM 3/87	(19(574)87 Tokyo) 29
	Delete	Superbuoy "ODAS"	38°30'N 145°3
	Add	Superbuoy "ODAS" Fl Ra Ref	36°40'N 145°4
★**512**	(INT 512)	1Ed. 3/1/80 NEW CHART	(DMAHTC; 39(1139)78 Tokyo) 18
	Add	Depth 5.7 meters	55°48.8'N 162°16.9
512	(INT 512)	1Ed. 3/1/80 LAST NM 18/80	(18(998)80 Taunton) 27
	Delete	Depth 27 meters	55°13'N 166°4
	Substitute	Depth 14.6 meters for 15.8 meters	55°08'N 166°52
512	(INT 512)	1Ed. 3/1/80 LAST NM 27/80	(1(29)81 Taunton) 8/
	Add	R Bns	57°11'N 156°36
			56°14'N 162°3
		R Bns with legends	
		"Yuzhnaya Glubokaya"	60°13'N 166°51
		"Lavrova"	60°19'N 167°05
		R Bn at light	51°29'N 156°30
512	(INT 512)	1Ed. 3/1/80 LAST NM 8/81	(NVS 6800/82) 47/
	Delete	Depths 5.7 meters	55°48.8'N 162°16.9
		5.7 meters	55°49.0'N 162°25.0
512	(INT 512)	1Ed. 3/1/80 LAST NM 47/82	(38(2312)82 Taunton) 6/
	Add	R Bn	59°09'N 146°03
512	(INT 512)	1Ed. 3/1/80 LAST NM 6/83	(1(20 para 3)85 Tokyo) 8/
	Delete	Dangerous submerged rock	54°27'N 161°58
512	(INT 512)	1Ed. 3/1/80 LAST NM 8/85	(51/52(574)85 Hamburg) 17/
	Delete	Lights	53°57.5'N 140°18.0
			55°12.0'N 137°38.0
			54°40.0'N 135°39.0
		Note: R Bns remain	
512	(INT 512)	1Ed. 3/1/80 LAST NM 17/86	(9(687)86 Taunton) 20/8
	Delete	Light symbol	52°53'N 158°42
		Note: R Bn remains	

512 (INT 512) 1Ed. 3/1/80 LAST NM 20/86
Add R Bn (12(934)86 Taunton) 26/86
51°57.0'N 143°08.0'E

512 (INT 512) 1Ed. 3/1/80 LAST NM 26/86
Delete Light (45(8624)86 Leningrad) 3/87
50°44'N 156°08"E

512 (INT 512) 1Ed. 3/1/80 LAST NM 3/87
Add Depth 82 meters (MCNM0002/87) 19/87
59°09'N 166°09'E

★513 (INT 813) 6Ed. 2/23/91 NEW EDITION
(NOS) 18/91

★514 (INT 814) 6Ed. 2/16/91 NEW EDITION
Delete Light (NOS; BA LL; USSR LL) 20/91
64°44'N 172°04'W

514 (INT 814) 6Ed. 2/16/91 LAST NM 20/91
Delete Lights (USSR LL; 47(8670)87 Leningrad) 26/91
62°16'N 179°07'E
63°02'N 179°27'E
64°33'N 178°35'E
64°47'N 175°24'W

R Bn at light
65°49'N 169°02'W

★520 127Ed. 8/22/81 NEW EDITION
(DMAHTC) 41/81

520 127Ed. 8/22/81 LAST NM 41/81
Delete Depth 8¾ fathoms "Rep (1975)" (NVS6842/83) 5/83
16°30.6'N 116°50.0'W

520 127Ed. 8/22/81 LAST NM 5/83
Add Depths 320 fathoms (NVS6883/83) 43/83
30°27'N 122°45'W
692 fathoms
30°37'N 123°14'W

520 127Ed. 8/22/81 LAST NM 43/83
Add Depth 92 fathoms (NVS7208/84) 12/84
54°39'N 150°26'W

★520 127Ed. 8/22/81 LAST NM 12/84
Add Depths 121 fathoms "Rep (1976)" (PA) (NVS7272/84) 26/84
52°09'N 131°34'W
94 fathoms "Rep (1976)" (PA)
57°44'N 149°58'W

520 127Ed. 8/22/81 LAST NM 26/84
Add Superbuoys, each ODAS, yellow, (39, 46, 47/84 CG14) 52/84
Fl(4) Y 20s
"51002" 17°11.4'N 157°49.8'W
"51003" 19°11.0'N 160°49.2'W
"51004" 17°31.9'N 152°37.1'W

520 127Ed. 8/22/81 LAST NM 52/84
Add Depth 120 fathoms "Rep (1984)" (NVS7391/85) 19/85
9°29'N 160°58'W

520 127Ed. 8/22/81 LAST NM 19/85
Add Purple dashed line (HNNM7457/85) 40/85
(recommended route) joining
35°00.0'N 123°00.0'W
59°15.0'N 144°03.0'W
59°58.3'N 145°30.6'W
60°13.0'N 146°39.8'W

joining
60°12.2'N 146°41.0'W
59°56.0'N 145°40.0'W
59°15.0'N 144°25.0'W
35°00.0'N 123°23.0'W

between
37°57.3'N 123°03.2'W
39°53.0'N 126°31.5'W

between
40°06.0'N 127°05.0'W
37°54.6'N 123°05.3'W

joining
48°31.6'N 124°59.0'W
48°50.0'N 129°10.0'W
59°15.0'N 144°03.5'W

joining
59°15.0'N 144°25.0'W
48°30.0'N 130°00.0'W
48°28.0'N 124°59.0'W

(continued on next page)

520 (Continued)
Add

Purple open-outlined dashed arrows indicating flow of traffic oriented

330.1°	38°00.0'N 125°00.0'W
330.1°	50°00.0'N 134°30.0'W
150.1°	49°30.0'N 135°00.0'W
150.1°	37°00.0'N 125°00.0'W
276.3°	48°55.0'N 127°40.0'W
090.6°	48°15.0'N 127°10.0'W
320.2°	53°30.0'N 135°00.0'W
141.9°	52°20.0'N 135°00.0'W
305.0°	39°20.0'N 125°00.0'W
125.2°	38°45.0'N 125°00.0'W

Note

"NOTE A
US Trans-Alaskan Pipeline System (TAPS) routes are recommended for routing of tank vessels between the Port of Valdez, AK and US west coast ports. These are not IMO adopted recommended routes."

54°20.0'N 120°00.0'W

Legends "See Note A"

45°00.0'N 130°40.0'W
52°40.2'N 135°00.0'W

520 127Ed. 8/22/81 LAST NM 40/85 (38/87 CG17) 45/87
Add
Superbuoy ODAS "46184", yellow, Fl(5) Y 20s

53°55.2'N 138°51.3'W

520 127Ed. 8/22/81 LAST NM 45/87 (MCNM7983/87) 46/87
Add
Depth 12 fathoms

57°35.8'N 136°20.8'W

520 127Ed. 8/22/81 LAST NM 46/87 (39/87 CG13) 47/87
Add
Superbuoy ODAS "46036", yellow, Fl(5) Y 20s

48°18.8'N 133°50.5'W

520 127Ed. 8/22/81 LAST NM 47/87 (MCNM8024/87) 50/87
Delete
Purple dashed lines (recommended route) joining

60°12.2'N 146°41.0'W
59°56.0'N 145°40.0'W
59°15.0'N 144°25.0'W

joining

60°13.0'N 146°39.8'W
59°58.3'N 145°30.6'W
59°15.0'N 144°03.0'W

520 127Ed. 8/22/81 LAST NM 50/87 (MCNM8066/88) 11/88
Add
Depth 255 fathoms

21°54'N 159°56'W

520 127Ed. 8/22/81 LAST NM 11/88 (21(399)88 Ottawa) 32/88
Delete
R Bn

48°55'N 125°32'W

520 127Ed. 8/22/81 LAST NM 32/88 (MCNM1068/89) 27/89
Delete
Purple dashed lines (recommended route) and directional arrows between

59°15'N 144°25'W
35°00'N 123°20'W

joining

59°15'N 144°25'W
48°45'N 129°40'W
48°30'N 124°58'W

between

40°00'N 126°45'W
38°00'N 123°00'W

Legends "See Note A"

45°00'N 130°40'W
52°40'N 135°00'W

Note A

54°20'N 120°00'W

520 127Ed. 8/22/81 LAST NM 27/89 (MCNM1082/89) 32/89
Substitute
Depth 8 fathoms for 15 fathoms

53°19'N 135°40'W

520 127Ed. 8/22/81 LAST NM 32/89 (MCNM1093/89) 36/89
Add
Depth 243 fathoms

29°03'N 116°09'W

520 127Ed. 8/22/81 LAST NM 36/89 (38(817, 819)89 Ottawa) 7/90
Add
Superbuoys, each ODAS, Y, Fl(5) Y

"46204"	51°22'N 128°45'W
"46208"	52°30'N 132°42'W
"46004"	50°56'N 135°49'W

520	127Ed. 8/22/81 LAST NM 7/90		(39(837)89 Ottawa) 8/90
	Add	Superbuoy ODAS "46207" Y. Fl(5) Y	50°52'N 129°55'W
520	127Ed. 8/22/81 LAST NM 8/90		(7/91 CG17) 11/91
	Add	Submarine cable joining	59°50'N 149°28'W
			59°28'N 149°12'W
			59°00'N 148°47'W
			58°55'N 148°38'W
			58°53'N 148°33'W
			58°52'N 148°31'W
			58°41'N 148°11'W
			58°39'N 148°05'W
520	127Ed. 8/22/81 LAST NM 11/91		(10/91 CG14) 22/91
	Relocate	Superbuoy ODAS "51004" (17°31.9N 152°37.1'W) to	17°32.3'N 152°28.7'W
520	127Ed. 8/22/81 LAST NM 22/91		(MCNM1098/91) 28/91
	Add	Superbuoys, each ODAS Y. Fl(5) Y 20s	
		"46205"	54°10.0'N 134°20.0'W
		"46185"	52°25.2'N 129°48.0'W
520	127Ed. 8/22/81 LAST NM 28/91		(30/91 CG14) 34/91
	Relocate	Superbuoy ODAS "51004" (17°32.3'N 152°28.7'W) to	17°26.1'N 152°20.4'W
		(See 22/91-520)	
★**521**	11Ed. 7/18/81	NEW EDITION	(DMAHTC) 37/81
	Add	Dashed-line circle "Volcanic activity rep (1978)"	46°06'N 151°30'E
		(Previously published 33/81)	
	Add	Depths 6 fathoms "Rep (1978)"	35°35'N 171°17'E
		7 fathoms "Rep (1978)"	7°07'N 172°45'E
		(Previously published 34/81)	
521	11Ed. 7/18/81 LAST NM 37/81		(NVS6528/81) 47/81
	Delete	Depth 768 fathoms	40°45'N 170°13'E
521	11Ed. 7/18/81 LAST NM 47/81		(NVS4095/79) 8/82
	Delete	Depth 100 fathoms "Rep (1979)" (PA)	19°20'N 173°28'E
521	11Ed. 7/18/81 LAST NM 8/82		(CL871/82) 37/82
	Add	Depth 4¾ fathoms "Rep(1982)" (PA)	59°50'N 166°54'W
521	11Ed. 7/18/81 LAST NM 37/82		(NVS6798/82) 46/82
	Add	Depth 294 fathoms	36°46.0'N 171°22.0'E
		Legend "ED" to depth 216 fathoms	33°30.0'N 165°20.0'E
521	11Ed. 7/18/81 LAST NM 46/82		(NVS6825/82) 1/83
	Delete	Depth 145 fathoms "PA (rep 1965)"	31°06'N 175°55'E
	Add	Legend "Rep (1965)" to 130-fathom depth	30°58'N 175°55'E
521	11Ed. 7/18/81 LAST NM 1/83		(USSR CH 1087) 6/83
	Add	Depth 7 fathoms "Rep (1964)"	55°35'N 165°01'E
521	11Ed. 7/18/81 LAST NM 6/83		(NVS6951/83) 25/83
	Delete	Depths 45 fathoms	58°09'N 171°05'E
		47 fathoms	58°34'N 171°09'E
		50 fathoms	58°56'N 171°15'E
		47 fathoms	59°23'N 171°27'E
		41 fathoms	59°39'N 171°38'E
521	11Ed. 7/18/81 LAST NM 25/83		(NVS7020/83) 37/83
	Delete	Depth 100 fathoms	54°42'N 162°40'E
521	11Ed. 7/18/81 LAST NM 37/83		(NVS7268/84) 24/84
	Delete	Depth 12 fathoms	23°13'N 162°18'E
		Danger circles and legends	
		"Reef (PA-rep 1952)"	22°56'N 162°21'E
		"Reef (PA-rep 1952) Uncov"	22°47'N 162°29'E
521	11Ed. 7/18/81 LAST NM 24/84		(Jpn 1004B) 5/85
	Add	Dashed-line circle "Discol water"	20°25'N 152°12'E

521	11Ed. 7/18/81 LAST NM 5/85			(NVS7424/85) 16/85
	Add	Depths 84 fathoms		28°19.6'N 178°24.2'W
		141 fathoms		29°48.1'N 179°04.8'E
521	11Ed. 7/18/81 LAST NM 16/85			(NVS7391/85) 19/85
	Add	Depth 120 fathoms "Rep (1984)"		9°29'N 160°58'W
521	11Ed. 7/18/81 LAST NM 19/85			(HNNM7495/85) 29/85
	Add	Depth 42 fathoms		48°18'N 154°30'E
521	11Ed. 7/18/81 LAST NM 29/85			(MCNM7903, 6001/87; Jpn CH 48) 10/87
	Add	Legend "Rep" to dashed-line circle "Discol water"		20°25'N 152°12'E
		Depth 2750 fathoms		20°31'N 152°49'E
521	11Ed. 7/18/81 LAST NM 10/87			(MCNM0002/87) 19/87
	Add	Depth 44 fathoms		59°09'N 166°09'E
521	11Ed. 7/18/81 LAST NM 19/87			(MCNM8066/88) 11/88
	Add	Depth 255 fathoms		21°54'N 159°56'W
521	11Ed. 7/18/81 LAST NM 11/88			(MCNM8089/88) 19/88
	Add	Depth 40 fathoms "Rep 1987" (PA) (ED)		36°17'N 163°16'W
521	11Ed. 7/18/81 LAST NM 19/88			(MCNM8152/88) 43/88
	Substitute	Depth 92 fathoms 812 fathoms		2°54'N 158°48'W
521	11Ed. 7/18/81 LAST NM 43/88			(MCNM1071/89) 37/89
	Add	Depth 40 fathoms "Rep (1974)"		27°43'N 175°35'W
★**522**	85Ed. 2/11/84	NEW EDITION		(DMAHTC) 15/84
	Delete	Depth 10 fathoms "Rep (1968)" (Previously published 10/84)		26°08'N 128°10'E
		Legend "Rep (1967)" from depth 12 fathoms (Previously published 11/84)		17°09'N 143°15'E
522	85Ed. 2/11/84 LAST NM 15/84			(NVS7306/84) 35/84
	Add	Depth 250 fathoms "Rep (1984)"		15°08'N 117°06'E
522	85Ed. 2/11/84 LAST NM 35/84			(26(844)84 Tokyo) 36/84
	Add	Dangerous submerged rock (ED)		27°47'N 125°14'E
522	85Ed. 2/11/84 LAST NM 36/84			(NVS/C0013/84) 39/84
	Add	Depth 98 fathoms		41°38'N 140°47'E
522	85Ed. 2/11/84 LAST NM 39/84			(BA CH 1760) 49/84
	Substitute	Depth 15 fathoms Wk (PA) for 8¼ fathoms Wk (PA)		23°51'N 119°00'E
522	85Ed. 2/11/84 LAST NM 49/84			(38(1214); 40(1265)84 Tokyo) 50/84
	Delete	Depths 12 fathoms "Rep (1961)"		25°38'N 127°36'E
		8 fathoms		35°24'N 131°09'E
		5½ fathoms		35°25'N 131°30'E
522	85Ed. 2/11/84 LAST NM 50/84			(NVS7366/84) 51/84
	Add	Legend "ED" to depth 46 fathoms "Rep (1972)"		43°31'N 147°05'E
522	85Ed. 2/11/84 LAST NM 51/84			(48(1501)84 Tokyo) 3/85
	Delete	Dangerous submerged rock (ED) (Supersedes 36/84-522)		27°47'N 125°14'E
522	85Ed. 2/11/84 LAST NM 3/85			(NVS7381/85) 4/85
	Delete	Depth 7 fathoms		21°20.0'N 120°55.0'E
522	85Ed. 2/11/84 LAST NM 4/85			(7(175)85 Tokyo) 12/85
	Add	Danger circle "Obstr Rep (1985)"		5°17'N 107°58'E
522	85Ed. 2/11/84 LAST NM 12/85			(NVS7410/85) 13/85
	Add	Depth 25 fathoms "Rep (1985)" (PA)		5°47'N 107°29'E
522	85Ed. 2/11/84 LAST NM 13/85			(NVS7436/85) 18/85
	Add	Buoy Mo(U) 16s with legend "(5 buoys)"		27°06'N 129°23'E

522	85Ed. 2/11/84 LAST NM 18/85		(11(283)85 Tokyo) 19/85
	Add	Depth 56 fathoms	26°04'N 140°57'E
		Dashed-line circle "Sub Vol"	26°07'N 141°06'E
522	85Ed. 2/11/84 LAST NM 19/85		(HNNM7471/85) 25/85
	Substitute	Depth 41 fathoms "Rep (1985)" for 53 fathoms "Rep 1965)"	27°50'N 128°02'E
522	85Ed. 2/11/84 LAST NM 25/85		(15(1016)85 Taunton) 27/85
	Add	Dashed-line circle with legend "Sub vol (rep 1983)"	17°57.2'N 136°26.1'E
522	85Ed. 2/11/84 LAST NM 27/85		(20(1347)85 Taunton) 31/85
	Add	Depth 8½ fathoms "Rep (1985)"	23°14.2'N 118°12.0'E
522	85Ed. 2/11/84 LAST NM 31/85		(HNNM7518/85; 27(825)85 Tokyo) 33/85
	Delete	Depths 24 fathoms "Rep (1945)"	27°11'N 126°08'E
		10 fathoms "Rep (1946)"	25°35'N 126°13'E
	Add	Depth 47 fathoms "Rep (1985)"	28°51'N 125°16'E
522	85Ed. 2/11/84 LAST NM 33/85		(29(1905)85 Taunton) 36/85
	Add	Depths 17 fathoms	8°49'N 108°26'E
		18 fathoms	8°47'N 108°18'E
		15 fathoms	8°39'N 108°05'E
		17 fathoms	8°35'N 108°13'E
		14 fathoms	8°29'N 107°50'E
		9¾ fathoms	8°20'N 106°35'E
		16 fathoms	8°14'N 107°49'E
522	85Ed. 2/11/84 LAST NM 36/85		(HNNM7522/85) 37/85
	Add	Depth 258 fathoms "Rep (1985)" (PA)	28°33.7'N 128°11.5'E
522	85Ed. 2/11/84 LAST NM 37/85		(Jpn CH 159; 38(1161)85 Tokyo) 45/85
	Add	Superbuoy "ODAS", red and yellow, Fl Ra Ref	37°45'N 134°23'E
522	85Ed. 2/11/84 LAST NM 45/85		(39(1199)85 Tokyo; Jpn CH 1004A) 47/85
	Add	Superbuoy "ODAS" Fl Ra Ref	25°40'N 135°55'E
522	85Ed. 2/11/84 LAST NM 47/85		(HNNM7654/85; 43(2865)85 Taunton) 2/86
	Substitute	Depth 18 fathoms (PA) for 25 fathoms "Rep (1985)" (PA) (See 13/85-522)	5°47'N 107°30'E
	Add	Depth 14 fathoms "Rep (1985)"	0°41'N 108°17'E
522	85Ed. 2/11/84 LAST NM 2/86		(4(63)86 Seoul) 13/86
	Substitute	Depth 39 fathoms for dangerous submerged rock and legend "Breakers (Rep 1914)"	36°45'N 129°43'E
522	85Ed. 2/11/84 LAST NM 13/86		(HNNM7730/86) 14/86
	Delete	Depth 70 fathoms	26°03'N 140°46'E
522	85Ed. 2/11/84 LAST NM 14/86		(6(148)86 Tokyo; Jpn CH 1004A; 16(104)85 Cna) 15/86
	Delete	Depths 14 fathoms "Rep (1964)"	27°25'N 126°00'E
		12 fathoms "Rep (1955)"	26°47'N 125°20'E
		24 fathoms "Rep (1964)"	25°45'N 126°45'E
522	85Ed. 2/11/84 LAST NM 15/86		(4(292)86 Taunton) 16/86
	Substitute	Depth 87 fathoms for 130 fathoms	44°26'N 139°35'E
522	85Ed. 2/11/84 LAST NM 16/86		(MCNM7751/86) 19/86
	Add	Depth 23 fathoms "Rep (1985)"	0°04'N 117°43'E
522	85Ed. 2/11/84 LAST NM 19/86		(6(38)86 China) 27/86
	Add	R Bns	20°00'N 110°56'E
			20°54'N 110°36'E
			32°01'N 121°43'E
			34°29'N 119°47'E
			36°04'N 120°26'E
			36°54'N 122°31'E
			37°24'N 122°42'E
			38°40'N 122°10'E
			38°52'N 121°50'E
			39°06'N 117°43'E
			39°55'N 119°37'E
		Radiobeacon symbol	38°44'N 121°08'E

522	85Ed. 2/11/84 LAST	NM 27/86		(NVS7382/86) 29/86
	Delete	Depth 47 fathoms		21°10'N 120°56'E
	Add	Depth 22 fathoms		21°10.4'N 120°52.3'E
522	85Ed. 2/11/84 LAST	NM 29/86		(MCNM7783/86) 31/86
	Add	Depth 142 fathoms (PA)		9°08'N 111°50'E
522	85Ed. 2/11/84 LAST	NM 31/86		(19(1412)86 Taunton) 33/86
	Add	R Bns		46°14'N 150°34'E
				45°25'N 147°55'E
522	85Ed. 2/11/84 LAST	NM 33/86		(32(942)86 Tokyo) 39/86
	Add	Superbuoy "(ODAS)" Fl Ra Ref		29°00'N 134°58'E
522	85Ed. 2/11/84 LAST	NM 39/86		(42(1259)86 Tokyo) 51/86
	Delete	Buoy "ODAS"		25°40'N 135°55'E
522	85Ed. 2/11/84 LAST	NM 51/86		(MCNM7862/86) 52/86
	Add	Depth 154 fathoms "Rep (1986)" (PA)		29°54.3'N 129°23.6'E
522	85Ed. 2/11/84 LAST	NM 52/86		(39(2836)86 Taunton) 2/87
	Add	Depth 12 fathoms "Rep (1986)"		25°39'N 122°33'E
522	85Ed. 2/11/84 LAST	NM 2/87		(19(2085 Brest) 4/87
	Add	Depth 10 fathoms (PA)		12°17'N 113°07'E
522	85Ed. 2/11/84 LAST	NM 4/87		(MCNM7930/87) 14/87
	Delete	Dangerous Submerged rock "Transit (ED)"		2°48'N 132°30'E
522	85Ed. 2/11/84 LAST	NM 14/87		(MCNM7934/87) 20/87
	Add	Dangerous wreck		22°23'N 117°35'E
522	85Ed. 2/11/84 LAST	NM 20/87		(19(574)87 Tokyo) 29/87
	Delete	Superbuoy "ODAS-J7"		38°30'N 145°30'E
	Add	Superbuoy "ODAS" Fl Ra Ref		36°40'N 145°40'E
522	85Ed. 2/11/84 LAST	NM 29/87		(MCNM7986/87) 44/87
	Add	Dashed-line circle "Discol water (1987)"		27°09'N 141°40'E
522	85Ed. 2/11/84 LAST	NM 44/87		(MCNM8003/87) 48/87
	Add	Depth 248 fathoms		3°47'N 128°08'E
522	85Ed. 2/11/84 LAST	NM 48/87		(Jpn CH 83, 800) 6/88
	Delete	Dotted-line circle "Rep (1955) (breaks)"		28°07'N 142°22'E
	Add	Dangerous submerged rock "Rep (1955)"		28°12'N 142°23'E
522	85Ed. 2/11/84 LAST	NM 6/88		(46(3493)87 Taunton) 8/88
	Add	Dashed-line circle "Discol water Rep (1987)"		27°00.0'N 141°00.0'E
522	85Ed. 2/11/84 LAST	NM 8/88		(13(73)87 Tianjin) 51/88
	Delete	Depths 10 fathoms		25°30'N 120°26'E
		5 fathoms		25°47'N 120°40'E
		8 fathoms "Rep (1954)"		25°22'N 120°10'E
		15 fathoms		26°00'N 120°47'E
		Dotted-line circle and legend "(ED)"		25°52'N 120°25'E
522	85Ed. 2/11/84 LAST	NM 51/88		(47(374)88 Jakarta) 10/89
	Add	R Bn		0°20'N 108°56'E
522	85Ed. 2/11/84 LAST	NM 10/89		(MCNM1054/89) 19/89
	Change	Legend to "Mo(U) 16s (4 buoys)" at buoy		27°06'N 179°23'E
522	85Ed. 2/11/84 LAST	NM 19/89		(23(190, 193)89 Jakarta) 33/89
	Add	R Bns		0°59'N 118°59'E
				1°53'N 125°06'E
522	85Ed. 2/11/84 LAST	NM 33/89		(MCNM1090/89) 35/89
	Add	Depth 328 fathoms		2°50.5'N 125°03.6'E

522	85Ed. 2/11/84 LAST NM 35/89		(MCNM1021/90) 39/90
	Substitute	Depth 64 fathoms "Rep (1989)" for 70 fathoms	9°56'N 109°55'E
	Add	Depth 65 fathoms "Rep (1989)"	9°51'N 109°50'E
522	85Ed. 2/11/84 LAST NM 39/90		(17(1316)90 Taunton) 40/90
	Add	Depth 17 fathoms	20°06.0'N 121°50.0'E
★522	85Ed. 2/11/84 LAST NM 40/90		(38(2725)90 Taunton) 3/91
	Add	Depth 11 fathoms Wk	5°26'N 107°35'E
522	85Ed. 2/11/84 LAST NM 3/91		(36(49)90 Brest) 6/91
	Add	Depth 16 fathoms	7°15'N 103°04'E
522	85Ed. 2/11/84 LAST NM 6/91		(MCNM1079/91) 13/91
	Add	Depth 233 fathoms "Rep (1990)"	8°16.0'N 109°38.0'E
522	85Ed. 2/11/84 LAST NM 13/91		(42(554)90 Hamburg) 17/91
	Add	Superbuoy ODAS, yellow	29°30.0'N 124°05.0'E
★523	7Ed. 5/10/86	NEW EDITION	(DMAHTC) 28/86
	Add	R Bns	32°01'N 121°43'E
			34°29'N 119°47'E
			36°03'N 120°26'E
			36°54'N 122°31'E
			37°24'N 122°42'E
			39°06'N 117°43'E
			39°55'N 119°37'E
			38°44'N 121°08'E
			38°52'N 121°50'E
			38°40'N 122°10'E
		(Previously published 27/86)	
523	7Ed. 5/10/86 LAST NM 28/86		(DMAHTC; NVS7382/85) 29/86
	Delete	R Bns (AERO)	21°55'N 120°52'E
			22°49'N 121°10'E
			37°45'N 124°01'E
			52°40'N 174°00'E
			51°50'N 176°40'W
			56°56'N 158°35'W
			58°32'N 156°55'W
			58°38'N 162°00'W
	Substitute	R Bn for R Bn (AERO)	33°30'N 135°49'E
	Add	Depth 22 fathoms	21°10.4'N 120°52.3'E
523	7Ed. 5/10/86 LAST NM 29/86		(19(1412)86 Taunton) 33/86
	Add	R Bns	45°25'N 147°55'E
			46°13'N 150°32'E
523	7Ed. 5/10/86 LAST NM 33/86		(32(942)86 Tokyo) 39/86
	Add	Superbuoy "(ODAS)" Fl Ra Ref	29°00'N 134°58'E
523	7Ed. 5/10/86 LAST NM 39/86		(MCNM7822/86) 41/86
	Add	Depth 67 fathoms "Rep (1986)"	27°30'N 127°43'E
523	7Ed. 5/10/86 LAST NM 41/86		(42(1259)86 Tokyo) 51/86
	Delete	Buoy "ODAS"	25°40'N 135°55'E
523	7Ed. 5/10/86 LAST NM 51/86		(39(2836)86 Taunton) 2/87
	Add	Depth 12 fathoms "Rep (1986)"	25°39'N 122°33'E
523	7Ed. 5/10/86 LAST NM 2/87		(MCNM7903. 0001/87. Jpn CH 48) 10/87
	Add	Legend "Rep" to dashed-line circle "Discol water"	20°25'N 152°12'E
		Depth 2750 fathoms	20°31'N 152°49'E
523	7Ed. 5/10/86 LAST NM 10/87		(MCNM7934/87) 20/87
	Add	Dangerous wreck	22°23'N 117°35'E
523	7Ed. 5/10/86 LAST NM 20/87		(MCNM7951/87; 19(574)87 Tokyo) 29/87
	Delete	Superbuoy "ODAS"	38°30'N 145°30'E
	Change	Legend to "Rep (1987) (ED)"	29°30'N 128°30'E
	Add	Superbuoy "ODAS" Fl Ra Ref	36°40'N 145°40'E

523	7Ed. 5/10/86 LAST NM 29/87			
	Add	Dashed-line circle "Discol water (1987)"	(MCNM7986/87) 44/87	27°09'N 141°40'E
523	7Ed. 5/10/86 LAST NM 44/87			
	Add	Dangerous submerged rock "Rep (1955)"	(Jpn CH 83, 800) 6/88	28°12'N 142°23'E
523	7Ed. 5/10/86 LAST NM 6/88			
	Add	Dashed-line circle "Discol water Rep (1987)"	(46(3493)87 Taunton) 8/88	27°00'N 141°00'E
523	7Ed. 5/10/86 LAST NM 8/88			
	Add	Depth 40 fathoms "Rep 1987" (PA) (ED)	(MCNM8089/88) 19/88	36°17'N 163°16'W
523	7Ed. 5/10/86 LAST NM 19/88			
	Delete	Depths 5 fathoms	(13(73)87 Tianjin) 51/88	25°49'N 120°40'E
		10 fathoms		25°31'N 120°25'E
		8 fathoms "Rep (1954)"		25°25'N 120°10'E
		15 fathoms		26°05'N 120°40'E
		Dotted-line circle and legend "(ED)"		25°52'N 120°29'E
523	7Ed. 5/10/86 LAST NM 51/88			
	Change	Legend "(5 buoys)" to "(4 buoys)"	(MCNM1054/89) 19/89	27°10'N 129°55'E
523	7Ed. 5/10/86 LAST NM 19/89			
	Add	Depth 17 fathoms	(17(1316)90 Taunton) 40/90	20°06.0'N 121°50.0'E
523	7Ed. 5/10/86 LAST NM 40/90			
	Add	Superbuoy ODAS, yellow	(42(554)90 Hamburg) 17/91	29°30.0'N 124°05.0'E
★**524**	10Ed. 8/18/84	NEW EDITION		
	Add	Depth 250 fathoms "Rep (1984)" (Previously published 35/84)	(DMAHTC) 45/84	15°08'N 117°06'E
	Add	Dangerous submerged rock (ED) (Previously published 36/84)		27°47'N 125°14'E
	Add	Depth 13 fathoms (Previously published 39/84)		5°32'S 116°10'E
	Add	Depth 5½ fathoms (Previously published 44/84)		10°18'S 141°06'E
524	10Ed. 8/18/84 LAST NM 45/84			
	Add	Depth 15 fathoms Wk (PA)	(BA CH 1760) 49/84	23°51'N 119°30'E
524	10Ed. 8/18/84 LAST NM 49/84			
	Delete	Depth 12 fathoms "Rep (1961)"	(38(1214)84 Tokyo) 50/84	25°41'N 127°35'E
524	10Ed. 8/18/84 LAST NM 50/84			
	Delete	Dangerous submerged rock (ED) (See 45/84-524)	(48(1501)84 Tokyo) 3/85	27°47'N 125°14'E
524	10Ed. 8/18/84 LAST NM 3/85			
	Add	Dashed-line circle "Discol water"	(Jpn CH 1004B) 5/85	20°25'N 152°12'E
524	10Ed. 8/18/84 LAST NM 5/85			
	Delete	Depth 8¾ fathoms "Rep (1973)"	(47(787)84 Sydney) 11/85	13°11'S 96°06'E
	Add	Depth 10 fathoms with legend "Muirfield Seamount"		13°10'S 96°11'E
524	10Ed. 8/18/84 LAST NM 11/85			
	Add	Danger circle "Obstr Rep (1985)"	(7(175)85 Tokyo) 12/85	5°17'N 107°58'E
524	10Ed. 8/18/84 LAST NM 12/85			
	Add	Depth 25 fathoms "Rep (1985)" (PA)	(NVS7410/85) 13/85	5°47'N 107°29'E
524	10Ed. 8/18/84 LAST NM 13/85			
	Add	R Bn (AERO)	(FLIP) 17/85	10°25'S 105°43'E
524	10Ed. 8/18/84 LAST NM 17/85			
	Add	Buoy Mo(U) 16s with legend "(5 buoys)"	(NVS7436/85) 18/85	27°06'N 129°23'E

524	10Ed. 8/18/84 LAST NM 18/85		(11(283)85 Tokyo) 19/85
	Substitute	Depth 56 fathoms for 76 fathoms	26°04'N 140°57'E
	Add	Dashed-line circle "Sub vol"	26°07'N 141°06'E
524	10Ed. 8/18/84 LAST NM 19/85		(HNNM7471/85) 25/85
	Delete	Depth 513 fathoms "Rep (1965)"	27°54'N 128°02'E
	Add	Depth 41 fathoms "Rep (1985)"	27°50'N 128°02'E
524	10Ed. 8/18/84 LAST NM 25/85		(15(1016)85 Taunton) 27/85
	Add	Dashed-line circle with legend "Sub vol (rep 1983)"	17°57.2'N 136°26.1'E
524	10Ed. 8/18/84 LAST NM 27/85		(27(825)85 Tokyo) 33/85
	Delete	Depths 10 fathoms	25°35'N 126°13'E
		24 fathoms "Rep (1916)"	27°11'N 126°08'E
524	10Ed. 8/18/84 LAST NM 33/85		(29(1905)85 Taunton) 36/85
	Add	Depths 17 fathoms	8°49'N 108°26'E
		18 fathoms	8°47'N 108°18'E
		15 fathoms	8°39'N 108°05'E
		17 fathoms	8°35'N 108°13'E
		14 fathoms	8°29'N 107°50'E
		13 fathoms	8°21'N 107°35'E
		16 fathoms	8°14'N 107°49'E
		11 fathoms	9°25'N 108°22'E
		9¼ fathoms	8°20'N 106°35'E
524	10Ed. 8/18/84 LAST NM 36/85		(HNNM7559/85) 38/85
	Delete	Depth 330 fathoms	4°51'S 118°24'E
	Add	Depths 278 fathoms	4°51'S 118°25'E
		13 fathoms "Rep (1984)" (PA)	0°05'N 106°20'E
		20 fathoms "Rep (1984)" (PA)	0°51'S 107°26'E
		310 fathoms "Rep (1984)" (PA)	9°02'S 115°52'E
524	10Ed. 8/18/84 LAST NM 36/85		(Twn CH 351 39(1199)85 Tokyo; Jpn CH 1004A) 50/85
	Change	Legend "AERO R Bn" to "R Bn"	24°05'N 122°10'E
	Add	Superbuoy, "ODAS", Fl Ra Ref	25°40'N 135°55'E
524	10Ed. 8/18/84 LAST NM 50/85		(43(2865)85 Taunton) 2/86
	Add	Depth 14 fathoms "Rep (1985)"	0°41'N 108°17'E
524	10Ed. 8/18/84 LAST NM 2/86		(HNNM7680, 7682/86) 7/86
	Add	Depths 380 fathoms	1°22.2'S 144°43.0'E
		295 fathoms (PA)	2°08.0'S 145°05.5'E
		19 fathoms (PA)	0°13.5'S 106°07.8'E
		17 fathoms (PA)	0°19.1'S 106°18.1'E
		16 fathoms	0°25.0'S 106°28.9'E
		19 fathoms (PA)	0°44.0'S 107°05.5'E
		20 fathoms (PA)	0°46.0'S 107°15.1'E
524	10Ed. 8/18/84 LAST NM 7/86		(6(148)86 Tokyo; Jpn CH 1004A; 16(104)85 Cna) 15/86
	Delete	Depths 24 fathoms	25°47'N 126°40'E
		14 fathoms "Rep (1964)"	27°20'N 126°00'E
		12 fathoms "Rep (1953)"	26°50'N 125°20'E
524	10Ed. 8/18/84 LAST NM 15/86		(11(206)86 Sydney) 18/86
	Add	Depth 10¼ fathoms "Rep (1986)"	11°41.6'S 124°33.1'E
524	10Ed. 8/18/84 LAST NM 18/86		(6(38)86 China) 27/86
	Add	R Bns	20°00'N 110°56'E
			20°54'N 110°36'E
524	10Ed. 8/18/84 LAST NM 27/86		(DMAHTC) 28/86
	Delete	R Bn (AERO)	0°30'S 104°33'E
524	10Ed. 8/18/84 LAST NM 28/86		(15(195)86 Jakarta) 30/86
	Substitute	Depth 5 fathoms for 6 fathoms	8°36'S 114°36'E
524	10Ed. 8/18/84 LAST NM 30/86		(MCNM7783/86) 31/86
	Add	Depth 142 fathoms (PA)	9°08'N 111°50'E
524	10Ed. 8/18/84 LAST NM 31/86		(11(308)86 Dehra Dun) 32/86
	Add	Depth 177 fathoms "Rep (1986)"	12°12'N 94°57'E
524	10Ed. 8/18/84 LAST NM 32/86		(38(558)86 Sydney) 47/86
	Delete	Depth 4 fathoms "Rep (1962)"	9°00'S 145°10'E

524	10Ed. 8/18/84 LAST	NM 47/86		(42(1259)86 Tokyo) 52/86
	Delete	Buoy "ODAS"		25°40'N 135°55'E
524	10Ed. 8/18/84 LAST	NM 52/86		(39(2836)86 Taunton) 2/87
	Add	Depth 12 fathoms "Rep (1986)"		25°39'N 122°33'E
524	10Ed. 8/18/84 LAST	NM 2/87		(MCNM7895/87) 8/87
	Add	Depths 301 fathoms (PA)		6°35'N 96°05'E
		328 fathoms (PA)		6°35'N 96°18'E
524	10Ed. 8/18/84 LAST	NM 8/87		(MCNM7897/87) 9/87
	Delete	Depth 110 fathoms		5°47'S 117°39'E
	Add	Depths 7¼ fathoms		6°07'S 118°19'E
		9¼ fathoms		5°16'S 117°33'E
		7¼ fathoms		5°33'S 117°44'E
		8½ fathoms		5°32'S 117°39'E
		18 fathoms		5°42'S 117°32'E
524	10Ed. 8/18/84 LAST	NM 9/87		(MCNM7903, 0001/87; Jpn CH 48) 10/87
	Add	Legend "Rep" to dashed-line circle "Discol water"		20°25'N 152°12'E
		Depth 2750 fathoms		20°31'N 152°49'E
524	10Ed. 8/18/84 LAST	NM 10/87		(Jpn CH 1608; MCNM7930/87) 14/87
	Delete	Dangerous submerged rock "Transit (ED)"		2°48'N 132°30'E
	Add	Depth 76 fathoms		10°10'N 121°32'E
524	10Ed. 8/18/84 LAST	NM 14/87		(MCNM7934/87) 20/87
	Add	Dangerous wreck		22°23'N 117°35'E
524	10Ed. 8/18/84 LAST	NM 20/87		(24(294)87 Sydney) 41/87
	Add	Danger circle "Breakers Rep (1987)"		17°05.8'S 147°29.7'E
524	10Ed. 8/18/84 LAST	NM 41/87		(28(336)87 Sydney) 42/87
	Add	Danger circle "Breakers Rep (1987)"		1°20'S 151°12'E
524	10Ed. 8/18/84 LAST	NM 42/87		(MCNM7986/87) 44/87
	Add	Dashed-line circle "Discol water (1987)"		27°09'N 141°40'E
524	10Ed. 8/18/84 LAST	NM 44/87		(MCNM7999/87) 46/87
	Delete	Depth 4¼ fathoms "Rep (1961)"		21°30.5'N 121°30.5'E
524	10Ed. 8/18/84 LAST	NM 46/87		(MCNM0003/87) 48/87
	Add	Depth 248 fathoms		3°47.0'N 128°08.0'E
524	10Ed. 8/18/84 LAST	NM 48/87		(13(73)88 Tianjin) 51/88
	Delete	Depths 10 fathoms		25°28'N 120°30'E
		5 fathoms		25°47'N 120°42'E
		8 fathoms "Rep (1954)"		25°21'N 120°07'E
		Dotted-line circle and legend "ED"		25°57'N 120°30'E
524	10Ed. 8/18/84 LAST	NM 51/88		(38(523)88 Sydney) 53/88
	Delete	Islets (2) and enclosing danger circle		2°15'S 146°00'E
	Add	Danger circle "Reef"		2°09'S 145°55'E
524	10Ed. 8/18/84 LAST	NM 53/88		(51(3834)88 Taunton) 5/89
	Delete	Depths 13 fathoms		8°02'N 147°45'E
		21 fathoms		8°07'N 147°49'E
	Add	Depths 12 fathoms		8°02'N 147°46'E
		14 fathoms		8°07'N 147°43'E
524	10Ed. 8/18/84 LAST	NM 5/89		(47(373, 374, 376-379, 382-384)88 Jakarta) 10/89
	Add	R Bns		5°54'N 95°23'E
				0°22'N 108°58'E
				5°40'S 106°42'E
				4°10'S 114°40'E
				6°22'S 110°54'E
				6°54'S 112°40'E
				1°13'S 116°59'E
				0°55'S 131°12'E
				3°47'S 128°08'E

524	10Ed. 8/18/84 LAST NM 10/89 Change	Legend to "Mo(U) 16s (4 buoys)" at buoy	(MCNM1054/89) 19/89 27°06'N 129°23'E
524	10Ed. 8/18/84 LAST NM 19/89 Add	Danger circle "Breakers Rep (1989)"	(9(745)89 Taunton) 26/89 1°45'N 152°02'E
524	10Ed. 8/18/84 LAST NM 26/89 Add	R Bns	(23(187-194)89 Jakarta) 33/89 2°29'S 108°50'E 3°19'S 107°13'E 7°47'S 109°38'E 0°59'N 118°59'E 3°34'S 118°57'E 5°24'S 118°26'E 1°53'N 125°05'E 8°30'S 140°22'E
524	10Ed. 8/18/84 LAST NM 33/89 Add	Depth 328 fathoms	(MCNM1090/89) 35/89 2°50.5'N 125°03.6'E
524	10Ed. 8/18/84 LAST NM 35/89 Add	Depth 113 fathoms "Rep (1989)" (PA)	(MCNM1114/89) 44/89 13°28.2'N 94°05.0'E
524	10Ed. 8/18/84 LAST NM 44/89 Add	Depth 35 fathoms "Rep (1983)"	(Indo CH 406) 31/90 2°41.5'S 130°01.8'E
524	10Ed. 8/18/84 LAST NM 31/90 Substitute	Depth 64 fathoms "Rep (1989)" for 70 fathoms	(MCNM1021/90) 39/90 9°56'N 109°55'E
	Add	Depth 65 fathoms "Rep (1989)"	9°51'N 109°50'E
524	10Ed. 8/18/84 LAST NM 39/90 Add	Depth 17 fathoms	(17(1316)90 Taunton) 40/90 20°06.0'N 121°50.0'E
524	10Ed. 8/18/84 LAST NM 40/90 Add	Dotted-line circle "Reef (Rep 1990)"	(30(420)90 Sydney) 45/90 8°33'S 133°45'E
524	10Ed. 8/18/84 LAST NM 45/90 Add	Depth 11 fathoms Wk	(38(2725)90 Taunton) 3/91 5°26'N 107°35'E
524	10Ed. 8/18/84 LAST NM 3/91 Add	Depths 16 fathoms 47 fathoms "Rep (1990)"	(43(3092)90 Taunton; 36(49)90 Brest) 6/91 7°15'N 103°04'E 8°32'N 97°27'E
524	10Ed. 8/18/84 LAST NM 6/91 Add	Depths 233 fathoms "Rep (1990)" 141 fathoms "Rep (1990)"	(MCNM1079/91) 13/91 8°16.0'N 109°38.0'E 6°00.0'S 125°03.8'E
524	10Ed. 8/18/84 LAST NM 13/91 Delete	Dotted-line circle "Obstr Rep (1978)"	(7(113)91 Sydney) 21/91 13°30'S 115°47'E
524	10Ed. 8/18/84 LAST NM 21/91 Add	Danger circle "Reef Rep (1991)"	(23(285, 286)91 Sydney) 33/91 3°07'S 148°10'E
		Depth 10 fathoms "Rep (1991)"	10°43'S 125°56'E
★525	3Ed. 2/5/83 Delete	NEW EDITION R Bns (AERO)	(DMAHTC, US RA; NVS6905/83) 17/83 1°20'N 172°55'E 11°20'N 162°23'E 13°33'N 144°52'E
		Legends "LORAN STATION"	8°43'N 167°45'E 19°19'N 166°33'E 6°55'N 134°08'E 13°22'N 144°44'E 15°09'N 145°43'E 24°45'N 141°16'E
		Light flare symbols	13°22'N 144°42'E 13°32'N 144°50'E
		Position dots	13°27'N 144°40'E 13°37'N 144°54'E
		Random marks	8°10'N 145°18'E 13°17'N 144°53'E

525	3Ed. 2/5/83 LAST NM 17/83		(NVS7038/83) 41/83
	Substitute	Depth 10 fathoms for 43 fathoms "Rep (1969)"	24°22'N 141°26'E
★525	3Ed. 2/5/83 LAST NM 41/83		(NVS7086/83) 45/83
	Relocate	Tobi Island close W to	3°00.4'N 131°07.4'E
525	3Ed. 2/5/83 LAST NM 45/83		(NVS7198/84) 11/84
	Delete	Legend "Rep (1967)" from depth 12 fathoms	17°08'N 143°15'E
★525	3Ed. 2/5/83 LAST NM 11/84		(NVS7268/84) 24/84
	Delete	Depth 12 fathoms	23°13'N 162°18'E
		Danger circles and legends "Reef (PA-rep 1952)"	22°56'N 162°21'E
		"Reef (PA-rep 1952) Uncov"	22°47'N 162°29'E
525	3Ed. 2/5/83 LAST NM 24/84		(Jpn CH 1004B) 5/85
	Add	Dashed-line circle "Discol water"	20°25'N 152°12'E
		Depth 16 fathoms	23°30'N 141°55'E
525	3Ed. 2/5/83 LAST NM 3/85		(15(1016)85 Taunton) 27/85
	Add	Dashed-line circle with legend "Sub vol (rep 1983)"	17°57.2'N 136°26.1'E
525	3Ed. 2/5/83 LAST NM 27/85		(MCNM7760/86) 23/86
	Delete	Depth 6 fathoms 5 feet	8°05'N 146°30'E
★525	3Ed. 2/5/83 LAST NM 23/86		(MCNM7903, 0001/87; Jpn CH 48) 10/87
	Substitute	Depth 2750 fathoms for danger circle "ED"	20°31'N 152°49'E
	Add	Legend "Rep" to dashed-line circle "Discol water"	20°25'N 152°12'E
525	3Ed. 2/5/83 LAST NM 10/87		(MCNM7930/87) 14/87
	Delete	Dangerous submerged rock "Transit (ED)"	2°48'N 132°32'E
525	3Ed. 2/5/83 LAST NM 14/87		(11(863)87 Taunton) 21/87
	Add	Stranded wreck	1°07'N 154°39'E
525	3Ed. 2/5/83 LAST NM 21/87		(MCNM0003/87) 48/87
	Delete	Depth 640 fathoms	3°52.0'N 128°08.0'E
	Add	Depth 248 fathoms	3°47.0'N 128°08.0'E
525	3Ed. 2/5/83 LAST NM 48/87		(9(745)89 Taunton) 26/89
	Add	Danger circle "Breakers Rep (1989)"	1°45'N 152°02'E
★526	8Ed. 1/15/83	NEW EDITION	(DMAHTC; BA CH 783, 1042) 10/83
	Add	Depth 22 fathoms "Rep (1982)" (Previously published 8/83)	13°11.5'S 173°35.0'E
	Add	Depths 180 fathoms	25°10.0'S 130°05.0'W
		1¾ fathoms "Rep (1981)"	15°56.6'S 149°18.0'E
		8 fathoms "Rep (1981)"	18°30.0'S 147°49.5'E
		20 fathoms "Rep (1981)"	16°31.0'S 147°09.8'E
		5½ fathoms "Rep (1981)"	16°48.0'S 150°09.8'E
526	8Ed. 1/15/83 LAST NM 10/83		(44(43)82 Brest, 10(72)83 Auckland) 17/83
	Delete	Submerged rock "Darling Rf (PD)"	20°21'S 162°20'E
	Substitute	Depths 19 fathoms for 26 fathoms "Rep (1965)" (PA)	21°20'S 175°40'W
		49 fathoms for 98 fathoms	21°06'S 175°42'W
	Add	Depth 46 fathoms	21°15'S 175°42'W
526	8Ed. 1/15/83 LAST NM 17/83		(27(1763)83 Taunton; US RA; DMAHTC) 36/83
	Change	Legends to "Nauru I"	0°31'S 166°19'E
		"Shoal (rep 1895) (ED)"	0°26'S 167°26'E
	Add	R Bn (AERO)	0°31'S 166°56'E
★526	8Ed. 1/15/83 LAST NM 36/83		(NVS7097/83) 48/83
	Delete	Depth 16 fathoms "Rep (1965)"	21°44'S 175°10'W

526	8Ed. 1/15/83 LAST NM 48/83		(10(697), 41(2652)83 Taunton; 39(624)83 Sydney) 50/83
	Substitute	Depths 10 fathoms "Rep (1983)" for 18 fathoms	18°17.0'S 179°51.0'E
		5 fathoms "Rep (1983)" for 32 fathoms (PA)	25°09.3'S 159°45.4'E
	Add	Danger circle "Breakers (rep 1983)"	3°53'S 174°03'E
526	8Ed. 1/15/83 LAST NM 50/83		(2(53)84 Brest) 12/84
	Delete	Depth 57 fathoms "Constantine Bk"	20°30'S 171°20'E
526	8Ed. 1/15/83 LAST NM 12/84		(NVS7268/84) 24/84
	Delete	Depth 12 fathoms	23°13'N 162°22'E
		Danger circles and legends	
		"Reef (PA rep 1952)"	22°50'N 162°21'E
		"Reef (PA rep 1952) (uncov)"	22°40'N 162°29'E
526	8Ed. 1/15/83 LAST NM 24/84		(NVS7271/84) 25/84
	Add	Depth 252 fathoms "Rep (1984)"	1°55.8'S 142°25.4'E
526	8Ed. 1/15/83 LAST NM 25/84		(BA RA) 31/84
	Add	R Bn (AERO)	18°14'S 178°10'E
526	8Ed. 1/15/83 LAST NM 31/84		(BA CH 780, 781) 44/84
	Add	Depths 5½ fathoms	10°15'S 140°50'E
		43 fathoms "Rep (1969)"	24°25'N 141°22'E
526	8Ed. 1/15/83 LAST NM 44/84		(7(34)84 Brest) 48/84
	Substitute	Depth 5 fathoms for dangerous submerged rock	18°15'S 168°26'W
		Note: Legend "Antiope Rf (breaks)" remains	
526	8Ed. 1/15/83 LAST NM 48/84		(40(613)84 Sydney) 51/84
	Add	Depth 188 fathoms "Rep (1984)"	24°27'S 155°16'E
526	8Ed. 1/15/83 LAST NM 51/84		(39, 46, 47/84 CG14) 52/84
	Add	Superbuoys, each ODAS, yellow, Fl(4) Y 20s	
		"51002"	17°11.4'N 157°49.8'W
		"51003"	19°11.0'N 160°49.2'W
		"51004"	17°31.9'N 152°37.1'W
526	8Ed. 1/15/83 LAST NM 52/84		(NVS7372/84; BA RA) 2/85
	Delete	R Bn (AERO) (Supersedes 31/84-526)	18°14'S 178°10'E
	Add	Depth 182 fathoms	14°29'S 149°57'W
526	8Ed. 1/15/83 LAST NM 2/85		(Jpn CH 1004B) 5/85
	Add	Dashed-line circle "Discol water"	20°25'N 152°12'E
		Depth 16 fathoms	23°30'N 141°55'E
★**526**	8Ed. 1/15/83 LAST NM 5/85		(NVS7384/85) 6/85
	Add	Danger circle "Breakers Rep (1980)"	6°33.8'N 177°33.0'E
526	8Ed. 1/15/83 LAST NM 6/85		(39(2549)84 Taunton) 10/85
	Add	Depth 54 fathoms	18°21'S 174°13'W
526	8Ed. 1/15/83 LAST NM 10/85		(39(2548, 2549)84 Taunton) 11/85
	Add	Depths 47 fathoms	20°33'S 178°39'W
		45 fathoms	22°22'S 175°51'W
526	8Ed. 1/15/83 LAST NM 11/85		(NVS7424/85) 16/85
	Add	Depth 84 fathoms	28°20'N 178°24'W
526	8Ed. 1/15/83 LAST NM 16/85		(7(55)85 Brest) 18/85
	Delete	Depth 1¼ fathoms	20°47'S 166°15'E
526	8Ed. 1/15/83 LAST NM 18/85		(11(283)85 Tokyo; NVS7391/85) 19/85
	Substitute	Depth 56 fathoms for 76 fathoms	26°04'N 140°57'E
	Add	Dashed-line circle "Sub Vol"	26°07'N 141°06'E
		Depth 120 fathoms "Rep (1984)"	9°29'N 160°58'W
526	8Ed. 1/15/83 LAST NM 19/85		(NVS7453/83) 21/85
	Delete	Danger circle and legend "Discol'd water (rep 1944)"	17°26'S 171°28'E

(continued on next page)

526	(Continued) Add	Legend "(ED)" to depth 46 fathoms "Rep (1962)"	21/8 21°02'S 170°01'
526	8Ed. 1/15/83 LAST NM 21/85 Delete	Danger circle and legend "Discol'd water (rep 1943)"	(12(161)85 Sydney) 22/8 18°08'S 160°33'
526	8Ed. 1/15/83 LAST NM 22/85 Add	Depth 16 fathoms	(5(62)85 Brest) 24/8 24°10'S 159°21'
526	8Ed. 1/15/83 LAST NM 24/85 Add	Dashed-line circle with legend "Sub vol (rep 1983)"	(15(1016)85 Taunton) 27/8 17°57.2'N 136°26.1'
526	8Ed. 1/15/83 LAST NM 27/85 Add	Superbuoy "ODAS" Fl Ra Ref	(39(1199)85 Tokyo, Jpn CH 1004A) 47/8 25°40'N 135°55'E
526	8Ed. 1/15/83 LAST NM 47/85 Substitute	Depth 38 fathoms for 53 fathoms "Rep 1981"	(BA CH 4602) 49/8 20°59'S 170°17'E
	Add	Depths 31 fathoms 121 fathoms 197 fathoms	18°29'S 168°34'E 18°09'S 168°48'E 19°43'S 170°35'E
526	8Ed. 1/15/83 LAST NM 49/85 Delete	Depth 315 fathoms	(40(2760)85 Taunton) 50/85 17°00'S 177°41'W
	Add	Depth 19 fathoms "Rep (1985)"	17°01'S 177°42'W
526	8Ed. 1/15/83 LAST NM 50/85 Delete	Depth 300 fathoms	(HNNM7671/86) 6/86 11°52.0'S 173°04.0'W
	Substitute	Depths 448 fathoms for 18 fathoms 172 fathoms for 390 fathoms	12°18.0'S 173°50.0'W 14°28.0'S 171°17.0'W
★**526**	8Ed. 1/15/83 LAST NM 6/86 Add	Depths 380 fathoms 295 fathoms (PA) 154 fathoms (PA)	(HNNM7682/86) 7/86 1°22'S 144°43'E 2°08'S 145°05'E 6°47'S 148°00'E
526	8Ed. 1/15/83 LAST NM 7/86 Delete	Depth 300 fathoms	(HNNM7671/86) 11/86 11°52.0'S 173°04.0'W
	Substitute	Depths 172 fathoms for 390 fathoms 448 fathoms for 18 fathoms (Cancels 6/86-526)	12°18.0'S 173°50.0'W 14°28.0'S 171°17.0'W
526	8Ed. 1/15/83 LAST NM 11/86 Add	Depth 21 fathoms	(26(1887)86 Taunton) 35/86 21°01.6'S 162°20.6'E
526	8Ed. 1/15/83 LAST NM 35/86 Add	Depth 314 fathoms	(34(250)86 Auckland) 41/86 20°10'S 158°38'W
526	8Ed. 1/15/83 LAST NM 41/86 Add	Danger circle "Breakers (rep 1986)" (PA)	(37(265)86 Auckland) 45/86 13°23'S 166°12'W
526	8Ed. 1/15/83 LAST NM 45/86 Delete	Depth 4 fathoms "Rep (1962)"	(38(558)86 Sydney) 47/86 9°00'S 145°05'E
526	8Ed. 1/15/83 LAST NM 47/86 Add	Depth 498 fathoms with legend "Eclipse Seamount"	(42(293)86 Auckland) 51/86 19°09'S 159°20'W
526	8Ed. 1/15/83 LAST NM 51/86 Delete	Buoy "ODAS"	(42(1259)86 Tokyo, MCNM7846/86) 52/86 25°40'N 135°55'E
	Relocate	Danger circle "Rep (1943)" (PA) close ESE to	1°50'S 174°25'W
	Change	Legend to "Reef and sandbank Rep (1945)"	1°00'S 174°10'W
	Add	Depth 12 fathoms "Rep (1986)"	1°46'S 174°39'W
526	8Ed. 1/15/83 LAST NM 52/86 Delete	Dangerous submerged rock and legend "(rep 1911) PA"	(MCNM7864/86) 1/87 20°51'S 172°19'W

526	8Ed. 1/15/83 LAST NM 1/87		(45(3304)86 Taunton; BA CH 2901) 4/87
	Delete	Depth 350 fathoms	12°25'S 167°19'E
	Add	Depths 11 fathoms	12°39'S 167°31'E
		5 fathoms, coral "Rep (1961)" (PD)	12°30'S 167°19'E
526	8Ed. 1/15/83 LAST NM 4/87		(47(649)86 Sydney) 5/87
	Add	Depth 151 fathoms	22°43'S 159°43'E
526	8Ed. 1/15/83 LAST NM 5/87		(48(3322)86 Taunton; Fr CH 5978) 8/87
	Delete	Danger circle "Sandbank" (PA)	20°35'S 159°35'E
		"New Shoal" (ED)	20°52'S 160°25'E
		Dangerous submerged rock	20°40'S 159°25'E
		Dangerous submerged rock "Bellona Shl" (PD)	20°55'S 159°45'E
526	8Ed. 1/15/83 LAST NM 8/87		(MCNM7902, 7903, 0001/87; Jpn CH 48) 10/87
	Add	Dangerous submerged rock and legend "Albert Meyer Reef Rep (1911)" (PD) (Supersedes 1/87-526)	20°51'S 172°19'W
		Legend "Rep" to dashed-line circle "Discol water"	20°25'N 152°12'E
		Depth 2750 fathoms	20°31'N 152°49'E
526	8Ed. 1/15/83 LAST NM 10/87		(3(38)87 Auckland) 11/87
	Add	Danger circle with legend "Volcanic Activity Rep (1986)"	24°58'S 175°52'W
526	8Ed. 1/15/83 LAST NM 11/87		(4(304)87 Taunton) 14/87
	Add	R Bn (AERO)	15°49'S 140°54'W
526	8Ed. 1/15/83 LAST NM 14/87		(14(109)87 Auckland) 27/87
	Add	Depth 98 fathoms	26°11'S 179°29'W
526	8Ed. 1/15/83 LAST NM 27/87		(BA CH 781) 35/87
	Add	R Bn (AERO)	8°41.0'N 167°42.0'E
526	8Ed. 1/15/83 LAST NM 35/87		(26/87 CG14) 36/87
	Add	Superbuoys, each ODAS, yellow, Fl(4) Y 20s	
		"51001"	23°26'N 162°18'W
		"51005"	20°21'N 156°04'W
526	8Ed. 1/15/83 LAST NM 36/87		(24(294)87 Sydney) 40/87
	Add	Danger circle "Breakers Rep (1987)"	17°05.8'S 147°29.7'E
		R Bn (AERO)	16°42.0'S 151°01.0'E
			14°44.0'S 145°14.0'E
526	8Ed. 1/15/83 LAST NM 40/87		(30(361)87 Sydney) 43/87
	Delete	Depths 279 fathoms	12°29'S 166°09'E
		31 fathoms	12°40'S 166°25'E
		6 fathoms "Rep (1964)"	14°31'S 166°51'E
526	8Ed. 1/15/83 LAST NM 43/87		(34(2527)87 Taunton) 44/87
	Delete	Depth 5 fathoms, coral "Rep (1961)" (See 4/87-526)	12°30'S 167°19'E
	Add	Depth 22 fathoms	12°24'S 167°21'E
526	8Ed. 1/15/83 LAST NM 44/87		(MCNM8003/87) 48/87
	Add	Depth 292 fathoms	19°17'S 169°33'W
526	8Ed. 1/15/83 LAST NM 48/87		(41(3115)87 Taunton) 50/87
	Add	Dangerous submerged rock	9°35'S 165°29'E
526	8Ed. 1/15/83 LAST NM 50/87		(MCNM8048/88) 7/88
	Delete	Depth 6 fathoms "Rep"	1°34'N 173°00'W
	Add	Depth 6 fathoms	1°38'N 173°03'W
526	8Ed. 1/15/83 LAST NM 7/88		(46(3493)87 Taunton) 8/88
	Add	Dashed-line circle "Discol water Rep (1987)"	27°00'N 141°00'E
526	8Ed. 1/15/83 LAST NM 8/88		(MCNM8066/88) 11/88
	Add	Depth 255 fathoms	21°54'N 159°56'W

526	8Ed. 1/15/83 LAST NM 11/88		(MCNM8089, 8091/88) 19/88
	Add	Depths 351 fathoms	2°05'N 164°26'W
		350 fathoms	0°43'S 170°37'W
		200 fathoms	0°59'S 170°40'W
526	8Ed. 1/15/83 LAST NM 19/88		(53(46)87 Brest) 23/88
	Add	Buoys, each orange and white, conical	
		"ET 3"	1°57'N 165°02'E
		"ET 4"	1°52'S 164°53'E
526	8Ed. 1/15/83 LAST NM 23/88		(11(88)88 Auckland) 24/88
	Delete	Danger circle and legend	
		"Volcanic Activity Rep (1986)"	24°58'S 175°52'W
	Add	Danger circle with legend	
		"Volcanic Activity Rep (1986)"	24°26'S 175°30'W
526	8Ed. 1/15/83 LAST NM 24/88		(MCNM8152/88) 43/88
	Substitute	Depth 92 fathoms for 812 fathoms	2°55'N 158°48'W
	Add	Depths 500 fathoms	6°46'N 153°44'E
		300 fathoms	5°54'N 158°13'E
526	8Ed. 1/15/83 LAST NM 43/88		(38(523)88 Sydney) 53/88
	Add	Danger circle "Reef"	2°09'S 145°55'E
526	8Ed. 1/15/83 LAST NM 53/88		(45(630)88 Sydney) 5/89
	Substitute	Depth 348 fathoms for 412 fathoms	26°01'S 154°57'E
526	8Ed. 1/15/83 LAST NM 5/89		(47(285)88 Auckland) 10/89
	Delete	Depth 64 fathoms "Rep (1966)"	25°50'S 177°05'W
		Legend "Submarine volcano	
		Rep (1979)"	26°08'S 176°02'W
	Add	Depth 38 fathoms	25°53'S 177°09'W
		Legend "Volcanic Activity (1988)"	26°04'S 177°10'W
526	8Ed. 1/15/83 LAST NM 10/89		(4(30)89 Auckland) 12/89
	Delete	Depth 15 fathoms	13°54'S 171°10'W
526	8Ed. 1/15/83 LAST NM 12/89		(23(194)89 Jakarta) 33/89
	Add	R Bn	8°30'S 140°23'E
526	8Ed. 1/15/83 LAST NM 33/89		(27(162)89 Auckland) 34/89
	Add	Depth 283 fathoms "Rep (1989)"	25°05'S 179°08'W
526	8Ed. 1/15/83 LAST NM 34/89		(MCNM1071/89) 37/89
	Add	Depth 40 fathoms "Rep (1974)"	27°43'N 175°35'W
526	8Ed. 1/15/83 LAST NM 37/89		(MCNM1103/89) 38/89
	Add	Depths 385 fathoms	11°46'S 179°23'E
		271 fathoms	11°12'S 178°16'E
526	8Ed. 1/15/83 LAST NM 38/89		(26(1967)89 Taunton) 39/89
	Substitute	Depths 1 fathom for 4 fathoms	15°55'S 166°03'E
		141 fathoms for 290 fathoms	15°50'S 166°52'E
526	8Ed. 1/15/83 LAST NM 39/89		(26(66)89 Brest) 41/89
	Delete	Buoys "ET 3"	1°57'N 165°02'E
		"ET 4"	1°52'S 164°53'E
526	8Ed. 1/15/83 LAST NM 41/89		(3(88)90 Brest) 21/90
	Delete	Legend "Rep (1965)"	9°03'S 141°10'W
526	8Ed. 1/15/83 LAST NM 21/90		(10(45)90 Brest) 31/90
	Add	R Bn (AERO)	8°50.0'S 140°13.0'W
			9°46.0'S 139°01.0'W
526	8Ed. 1/15/83 LAST NM 31/90		(22(302)90 Sydney) 36/90
	Delete	Depth 977 fathoms	24°30'S 155°11'E
		Legend	
		"Rep (1984)" from depth 188 fathoms	24°27'S 155°16'E
	Substitute	Depth 406 fathoms for 640 fathoms	24°57'S 155°02'E
526	8Ed. 1/15/83 LAST NM 36/90		(30(165), 31(168)90 Auckland) 39/90
	Substitute	Depth 13 fathoms for 16 fathoms	12°45'S 177°25'E
	Add	Legend "(PD)" to depth 221 fathoms	26°20'S 179°10'W

526	8Ed. 1/15/83 LAST NM 39/90		(27(55)90 Brest) 43/90
	Add	Depth 1½ fathoms enclosed by danger circle with legend "Reef" (PA)	19°31'S 161°20'E
526	8Ed. 1/15/83 LAST NM 43/90		(35(184)90 Auckland) 46/90
	Add	Legends	
		"(ED)" to dangerous submerged rock	21°50'S 159°47'W
		"(PD)" to danger circle	24°25'S 163°39'W
526	8Ed. 1/15/83 LAST NM 46/90		(38(2740)90 Taunton) 48/90
	Add	Danger circle with legend "Discol water (rep 1990)" (PA)	25°53'S 134°12'W
526	8Ed. 1/15/83 LAST NM 48/90		(48(3461)90 Taunton) 4/91
	Add	Depth 186 fathoms	14°29'S 152°14'W
526	8Ed. 1/15/83 LAST NM 4/91		(35(43)90 Brest) 5/91
	Substitute	Depth 5½ fathoms for 7½ fathoms	22°42'S 133°46'W
526	8Ed. 1/15/83 LAST NM 5/91		(1(70)91 Taunton) 8/91
	Add	Danger circle "Volcanic activity (1990)" (PA)	19°10'S 175°41'E
526	8Ed. 1/15/83 LAST NM 8/91		(47(54)90 Brest) 17/91
	Delete	Blue tint area, submerged rocks (3), legend "Minerva Rf", and limiting danger line in vicinity	22°42'S 133°40'W
	Add	Legend "Minerva Rf"	22°50'S 133°54'W
526	8Ed. 1/15/83 LAST NM 17/91		(1(20)91 Auckland) 18/91
	Change	Legend to "Volcanic Activity (1990)"	26°04'S 177°10'W
526	8Ed. 1/15/83 LAST NM 18/91		(10(756)91 Taunton) 19/91
	Add	Depths 312 fathoms	14°43'S 139°51'W
		219 fathoms	23°03'S 137°24'W
526	8Ed. 1/15/83 LAST NM 19/91		(13(967)91 Taunton) 21/91
	Add	Depth 40 fathoms "Rep (1991)"	22°05'S 175°59'W
526	8Ed. 1/15/83 LAST NM 21/91		(10/91 CG14; 15(1101)91 Taunton) 22/91
	Relocate	Superbuoy ODAS "51004" (17°31.9'N 152°37.1'W) to	17°32.3'N 152°28.7'W
	Add	Depths 26 fathoms	12°33.7'S 168°11.3'E
		16 fathoms	12°05.9'S 171°50.0'E
		14 fathoms	12°11.3'S 171°54.2'E
		9 fathoms	12°40.0'S 172°14.6'E
		16 fathoms	12°29.1'S 172°47.5'E
526	8Ed. 1/15/83 LAST NM 22/91		(11(74)91 Auckland) 24/91
	Add	Legend "PA" to reef	20°02'S 167°47'W
526	8Ed. 1/15/83 LAST NM 24/91		(23(285)91 Sydney) 33/91
	Add	Danger circle "Reef Rep (1991)"	3°07'S 148°10'E
526	8Ed. 1/15/83 LAST NM 33/91		(30/91 CG14) 34/91
	Relocate	Superbuoy ODAS "51004" (17°32.3'N 152°28.7'W) to (See 22/91-526)	17°26.1'N 152°20.4'W
★530	24Ed. 1/26/91	NEW EDITION	(NOS; 5(108)91 Ottawa) 15/91
	Add	Submarine cable joining	59°50'N 149°28'W
			59°28'N 149°12'W
			59°00'N 148°47'W
			58°55'N 148°38'W
			58°53'N 148°33'W
			58°52'N 148°31'W
			58°41'N 148°11'W
			58°39'N 148°05'W
		(Previously published 11/91)	
	Delete	Superbuoy ODAS	54°17'N 133°24'W
530	24Ed. 1/26/91 LAST NM 15/91		(CL509/91) 33/91
	Delete	Danger circle and legend "Subm Target (33 fms rep)"	32°10.4'N 117°51.1'W

530	24Ed. 1/26/91 LAST NM 33/91 Relocate	Superbuoy ODAS "46002" close W to	(MCNM1098/91) 34/91 42°32'N 130°23'W
★**531**	16Ed. 1/6/90	NEW EDITION	(NOS) 11/90
531	16Ed. 1/6/90 LAST NM 11/90 Add	Designation "46206" to superbuoy ODAS	(43(980)89 Ottawa) 17/90 48°50'N 126°00'W
531	16Ed. 1/6/90 LAST NM 17/90 Relocate	Superbuoy ODAS "46004" close SE to	(52(1185)89 Ottawa) 29/90 50°56.3'N 135°51.9'W
531	16Ed. 1/6/90 LAST NM 29/90 Add	Superbuoys ODAS, each Y, Fl(5) Y "46205" "46185"	(49(818, 819)90 Ottawa) 2/91 54°10.0'N 134°20.0'W 52°25.2'N 129°48.0'W
531	16Ed. 1/6/90 LAST NM 2/91 Add	Submarine cable joining	(7/91 CG17) 11/91 59°50.0'N 149°28.2'W 59°28.0'N 149°12.0'W 59°00.0'N 148°47.0'W 58°55.2'N 148°37.6'W 58°53.2'N 148°33.3'W 58°51.5'N 148°30.5'W 58°41.2'N 148°10.7'W 58°39.0'N 148°05.3'W
531	16Ed. 1/6/90 LAST NM 11/91 Delete	Purple screened line joining	(CL1010/90) 26/91 48°09.0'N 124°56.0'W 48°20.0'N 124°54.0'W 48°09.0'N 124°50.0'W
	Add	Purple screened line between	48°09.0'N 125°56.0'W 48°09.0'N 124°50.7'W
531	16Ed. 1/6/90 LAST NM 26/91 Relocate	Superbuoy ODAS "46036" close SW to	(MCNM1098/91) 28/91 48°17.9'N 133°51.4'W
	Add	Superbuoys, each ODAS Y, Fl(5) Y 20s "46145" "46183" "46208"	54°23.0'N 132°25.6'W 53°34.0'N 131°08.4'W 52°30.0'N 132°42.0'W
★**532**	16Ed. 9/7/85	NEW EDITION	(DMAHTC) 50/85
532	16Ed. 9/7/85 LAST NM 50/85 Add	Dotted-line circle "Island Rep (1937)"	(Can CH 7000; Fr CH 6012) 9/86 72°06'N 173°38'
532	16Ed. 9/7/85 LAST NM 9/86 Add	Dotted-line circle "Island Rep (1937)" (Cancels 9/86-532)	(Can CH 7000; Fr CH 6012) 11/86 72°06'N 173°38'W
532	16Ed. 9/7/85 LAST NM 11/86 Add	Depth 44 fathoms	(MCNM0002/87) 19/87 59°09'N 166°09'E
532	16Ed. 9/7/85 LAST NM 19/87 Add	R Bn	(45(8394)89 Leningrad) 13/90 60°02'N 170°26'E
532	16Ed. 9/7/85 LAST NM 13/90 Add	R Bn	(2(129)90 Leningrad) 16/90 62°22'N 179°10'E
532	16Ed. 9/7/85 LAST NM 16/90 Add	Superbuoy ODAS "46035" Y, Fl(4) Y 20s	(MCNM1098/91) 23/91 56°57.7'N 177°44.0'W
★**540**	16Ed. 8/18/90	NEW EDITION	(NOS) 45/90
★**541**	2Ed. 12/18/76	NEW EDITION	(DMAHC) 8/77
541	2Ed. 12/18/76 LAST NM 8/77 Add	Danger circle "Shoal Rep (1977)"	(14(843)77 Taunton) 22/77 7°47'S 170°23'W
★**541**	2Ed. 12/18/76 LAST NM 22/77 Delete	Submerged submarine transit lanes "ST-1" and ST-2, ST-4, ST-5, ST-6, ST-7, ST-8	(DMAHC) 40/77 22°00'N 157°30'W

(continued on next page)

★541	(Continued)		40/77
	Delete	Legends "SEE CAUTION"	20°37'N 154°18'W
			19°40'N 159°30'W
		Caution note	13°05'N 173°25'W
541	2Ed. 12/18/76 LAST NM 40/77		(NVS6111/80) 21/80
	Add	Depth 200 fathoms "Rep (1979)"	5°24.0'S 173°56.6'W
541	2Ed. 12/18/76 LAST NM 21/80		(NVS6179/80) 32/80
	Add	Depth 190 fathoms "Rep (1968)"	2°40'S 174°04'W
541	2Ed. 12/18/76 LAST NM 32/80		(NZ CH 4606) 41/80
	Add	Depth 32 fathoms	14°17'S 170°57'W
541	2Ed. 12/18/76 LAST NM 41/80		(BA CH 782) 43/80
	Add	Depth 22 fathoms "Rep (1965)" (PA)	8°05'N 160°10'W
541	2Ed. 12/18/76 LAST NM 43/80		(Fr CH 6876) 39/81
	Add	R Bn (AERO)	13°14'S 176°10'W
541	2Ed. 12/18/76 LAST NM 39/81		(NVS6511, 6513/81) 43/81
	Add	Depths 23 fathoms "Rep (1981)" (PA)	13°43.6'S 171°35.3'W
		24 fathoms "Rep (1981)" (PA)	13°58.3'S 171°19.1'W
541	2Ed. 12/18/76 LAST NM 43/81		(3(33)82 Auckland) 12/82
	Add	Depth 328 fathoms	14°58'S 172°12'W
541	2Ed. 12/18/76 LAST NM 12/82		(NVS6728/82) 35/82
	Delete	Danger circle "Breakers Rep (1945)"	1°58'S 174°51'W
★541	2Ed. 12/18/76 LAST NM 35/82		(39, 46, 47/84 CG14) 52/84
	Add	Superbuoys, each ODAS, yellow, Fl(4) Y 20s	
		"51002"	17°11.4'N 157°49.8'W
		"51003"	19°11.0'N 160°49.2'W
		"51004"	17°31.9'N 152°37.1'W
541	2Ed. 12/18/76 LAST NM 52/84		(NVS7391/85) 19/85
	Add	Depth 120 fathoms "Rep (1984)"	9°29.4'N 160°58.0'W
541	2Ed. 12/18/76 LAST NM 19/85		(HNNM7671/86) 6/86
	Delete	Depths 23 fathoms "Rep (1981)" (PA)	13°43.6'S 171°35.3'W
		18 fathoms "Rep (1963)"	14°25.0'S 171°18.0'W
	Add	Depths 172 fathoms	12°16.6'S 173°58.3'W
		207 fathoms	13°15.0'S 173°07.2'W
		448 fathoms	14°25.0'S 171°18.0'W
541	2Ed. 12/18/76 LAST NM 6/86		(37(265)86 Auckland) 45/86
	Add	Danger circle "Breakers (rep 1986)" (PA)	13°23'S 166°12'W
541	2Ed. 12/18/76 LAST NM 45/86		(MCNM7846/86) 52/86
	Delete	Danger circle "Sandbar Rep (1945)"	0°47'S 174°44'W
	Change	Legend to "Reef Rep (1954)"	0°55'S 175°06'W
	Add	Depth 12 fathoms "Rep (1986)"	1°46'S 174°39'W
541	2Ed. 12/18/76 LAST NM 52/86		(MCNM8048/88) 7/88
	Add	Depth 6 fathoms	1°38'N 173°03'W
541	2Ed. 12/18/76 LAST NM 7/88		(MCNM8066/88) 11/88
	Add	Depth 255 fathoms	21°54'N 159°56'W
541	2Ed. 12/18/76 LAST NM 11/88		(MCNM8089, 8091/88) 19/88
	Add	Depths 351 fathoms	2°05'N 164°26'W
		350 fathoms	0°43'S 170°37'W
		200 fathoms	0°59'S 170°40'W
541	2Ed. 12/18/76 LAST NM 19/88		(MCNM8152/88) 43/88
	Substitute	Depth 92 fathoms for 812 fathoms	2°52'N 158°46'W
541	2Ed. 12/18/76 LAST NM 43/88		(4(30)89 Auckland) 12/89
	Delete	Depths 39 fathoms "Rep (1961)"	13°27'S 172°50'W
		15 fathoms	13°52'S 171°14'W
		24 fathoms "Rep (1981)" (PA)	13°58'S 171°19'W

541	2Ed. 12/18/76 LAST NM 12/89		(10/91 CG14) 22/91
	Relocate	Superbuoy ODAS "51004" (17°31.9'N 152°37.1'W) to	17°32.3'N 152°28.7'W
541	2Ed. 12/18/76 LAST NM 22/91		(30/91 CG14) 34/91
	Relocate	Superbuoy ODAS "51004" (17°32.3'N 152°28.7'W) to (See 22/91-541)	17°26.1'N 152°20.4'W
★550	7Ed. 2/9/85	NEW EDITION	(DMAHTC, 17(7782 China) 17/85
	Delete	Depths 27 fathoms	19°02'N 113°53'E
		30 fathoms (PA)	20°01'N 113°52'E
	Change	Line 16 of cautions note to "5. The islands bound by 9°40'N 121°12'E, 9°48'N 121°12'E, 9°48'N"	24°12'N 108°50'E
	Add	Depth 30 fathoms (PA)	20°01'N 113°45'E
550	7Ed. 2/9/85 LAST NM 17/85		(NVS7392, 7449/85) 19/85
	Add	Depths 293 fathoms "Rep (1985)" (PA)	24°10.6'N 122°37.3'E
		265 fathoms "Rep (1984)" (PA)	24°16.0'N 122°42.3'E
		279 fathoms "Rep (1984)" (PA)	24°34.0'N 122°53.5'E
550	7Ed. 2/9/85 LAST NM 19/85		(14(132)85 Tokyo) 21/85
	Add	Legend "CAUTION NO 6" between	23°18'N 118°12'E
			22°54'N 117°48'E
		Caution No 6 to cautions note "6. Sandwave peaks were recorded at soundings of 52 feet below sea level between 23°18'N 118°12'E and 22°54'N 117°48'E (1985)."	24°08'N 107°48'E
550	7Ed. 2/9/85 LAST NM 21/85		(20(1347)85 Taunton) 31/85
	Add	Depth 8 fathoms 4 feet "Rep (1985)"	23°14.2'N 118°12.0'E
550	7Ed. 2/9/85 LAST NM 31/85		(27(825)85 Tokyo, 24(1610)85 Taunton) 33/85
	Delete	Depths	
		470 fathoms	8°20'N 109°50'E
		9 fathoms 5 feet "Rep (1946)"	25°33'N 126°12'E
	Add	Depths 10 fathoms 5 feet	8°06'N 104°44'E
		13 fathoms	7°42'N 106°30'E
		7 fathoms 3 feet	7°22'N 109°00'E
		37 fathoms	8°09'N 108°51'E
		53 fathoms	8°21'N 109°53'E
		9 fathoms 4 feet	7°16'N 109°42'E
550	7Ed. 2/9/85 LAST NM 33/85		(29(1905)85 Taunton) 36/85
	Add	Depths 17 fathoms	8°49.4'N 108°26.0'E
		18 fathoms	8°46.5'N 108°17.6'E
		15 fathoms	8°39.0'N 108°05.4'E
		17 fathoms	8°35.2'N 108°13.1'E
		14 fathoms	8°28.9'N 107°50.0'E
		13 fathoms	8°20.7'N 107°35.0'E
		16 fathoms	8°14.2'N 107°49.1'E
		10 fathoms 5 feet	9°24.5'N 108°22.4'E
		9 fathoms 5 feet	8°19.7'N 106°34.7'E
550	7Ed. 2/9/85 LAST NM 36/85		(29(1911)85 Taunton) 37/85
	Add	Depth 62 fathoms	24°33'N 122°14'E
550	7Ed. 2/9/85 LAST NM 37/85		(Twn CH 351, BA RA) 50/85
	Delete	R Bn (AERO)	23°57'N 121°34'E
	Add	Light and R Bn	24°00.5'N 121°38.5'E
550	7Ed. 2/9/85 LAST NM 50/85		(HNNM7679/86) 7/86
	Delete	Depth 89 fathoms	7°21'N 113°15'E
550	7Ed. 2/9/85 LAST NM 7/86		(50(3346)85 Taunton) 13/86
	Add	Depth 11 fathoms (PA)	25°27.7'N 121°54.3'E

550	7Ed. 2/9/85 LAST NM 13/86		(6(148)86 Tokyo; Jpn CH 1004A; 16(104)85 Cna) 15/86
	Delete	Depths 32 fathoms	25°49'N 126°34'E
		12 fathoms "(rep 1957)" (PD)	25°56'N 127°20'E
		24 fathoms "Rep (1964)"	25°43'N 126°36'E
550	7Ed. 2/9/85 LAST NM 15/86		(Thai CH 206) 16/86
	Add	Depth 10 fathoms 2 feet	7°28.0'N 100°54.0'E
		Legend "Ko Losin Island is located 8 miles ESE of charted position."	7°10.0'N 102°07.0'E
550	7Ed. 2/9/85 LAST NM 16/86		(BA CH 967) 19/86
	Add	Depth 20 fathoms "Rep (1962)"	7°14'N 116°22'E
550	7Ed. 2/9/85 LAST NM 19/86		(6(38)86 China) 27/86
	Add	R Bn at lights	20°00'N 110°56'E
			20°54'N 110°37'E
550	7Ed. 2/9/85 LAST NM 27/86		(NVS7382/85) 29/86
	Add	Depth 22 fathoms	21°10.4'N 120°52.3'E
550	7Ed. 2/9/85 LAST NM 29/86		(MCNM7783/86) 31/86
	Add	Depth 142 fathoms (PA)	9°08.3'N 111°50.2'E
550	7Ed. 2/9/85 LAST NM 31/86		(39(2)86 Taunton) 2/87
	Add	Depth 12 fathoms "Rep (1986)"	25°39'N 122°33'E
550	7Ed. 2/9/85 LAST NM 2/87		(19(20)85 Brest) 4/87
	Add	Depth 10 fathoms 5 feet (PA)	12°16.5'N 113°07.0'E
550	7Ed. 2/9/85 LAST NM 4/87		(Jpn CH 1608) 14/87
	Add	Depth 76 fathoms	10°10.0'N 121°34.0'E
550	7Ed. 2/9/85 LAST NM 14/87		(MCNM7934/87; Jpn CH 1206, 1004A; US RA) 20/87
	Delete	R Bns (AERO)	22°46'N 121°07'E
			22°59'N 120°12'E
			24°48'N 120°56'E
	Add	Dangerous wreck	22°23'N 117°35'E
		Light symbols	25°58'N 131°17'E
			24°03'N 123°48'E
			24°27'N 122°56'E
			24°28'N 123°00'E
			24°26'N 124°05'E
			24°28'N 123°50'E
			24°43'N 125°28'E
			24°56'N 125°15'E
550	7Ed. 2/9/85 LAST NM 20/87		(BA RA) 41/87
	Delete	R Bn (AERO)	8°26'N 99°58'E
550	7Ed. 2/9/85 LAST NM 41/87		(MCNM8116/88) 40/88
	Delete	Depths 14 fathoms	11°27'N 121°24'E
		15 fathoms	12°25'N 121°53'E
		168 fathoms	14°02'N 114°23'E
	Substitute	Depths 591 fathoms 59 fathoms	11°00'N 126°02'E
		1800 fathoms for 800 fathoms	13°27'N 115°46'E
	Add	Depth 168 fathoms	14°01'N 115°22'E
		Legends "Dreyer Bank"	14°00'N 115°40'E
		"(ED)" to	
		depth 90 fathoms	15°54'N 115°08'E
550	7Ed. 2/9/85 LAST NM 40/88		(13(73)87 Tianjin, Cna CH 9201) 51/88
	Delete	Depths 10.5 fathoms	25°20'N 130°03'E
		8 fathoms	25°26'N 120°08'E
		9.5 fathoms	25°27'N 120°28'E
		5 fathoms "Rep (1923)"	25°49'N 120°39'E
		Dotted-line circle and blue tint	25°53'N 120°27'E
550	7Ed. 2/9/85 LAST NM 51/88		(7(160)89 Bangkok) 7/90
	Add	Depth 6 fathoms 2 feet Rk	9°57.8'N 99°55.4'E
550	7Ed. 2/9/85 LAST NM 7/90		(MCNM1021/90) 39/90
	Substitute	Depth 64 fathoms "Rep (1989)" for 70 fathoms	9°55'N 109°56'E
	Add	Depth 65 fathoms "Rep (1989)"	9°51'N 109°50'E

550	7Ed. 2/9/85 LAST NM 39/90			(17(1316)90 Taunton) 40/
	Add	Depth 17 fathoms		20°06.0'N 121°50.0
550	7Ed. 2/9/85 LAST NM 40/90			(36(49)90 Brest) 6/
	Add	Depth 16 fathoms		7°15'N 103°04
550	7Ed. 2/9/85 LAST NM 6/91			(MCNM1079/91) 13/
	Add	Depth 233 fathoms "Rep (1990)"		8°16.0'N 109°38.0
★**600**	(INT 600)	4Ed. 1/19/85 NEW EDITION		(DMAHTC; NVS6465/81; NZ C
	Add	Depth 212 meters "Rep (1984)" (Previously published 7/85)		4600, 4605) 18/ 32°12'S 167°28
	Delete	Depth 12 meters		30°34'S 178°30
	Substitute	Depth 57 meters "(1983)" for 48 meters "(1983)"		33°03.5'S 179°25.0'
600	(INT 600)	4Ed. 1/19/85 LAST NM 18/85		(28(157)85 Auckland) 33/
	Delete	Depth 9 meters "(1963)"		45°19'S 171°22
600	(INT 600)	4Ed. 1/19/85 LAST NM 33/85		(HNNM7547/85) 37/
	Delete	Depths 25 meters		44°14'S 175°50
		71 meters "(1980)"		30°10'S 178°25
600	(INT 600)	4Ed. 1/19/85 LAST NM 37/85		(37(218)85 Auckland) 45/
	Delete	R Bn		36°26'S 175°46
600	(INT 600)	4Ed. 1/19/85 LAST NM 45/85		(39(228)85 Auckland) 6/
	Add	Depths 310 meters "Rep (1982)"		28°36'S 177°46'1
		42 meters "Rep (1983)"		28°38'S 177°56'1
600	(INT 600)	4Ed. 1/19/85 LAST NM 6/86		(9(73)86 Auckland) 17/
	Delete	Depth 19 meters "(1917)"		37°36'S 178°52'
	Add	Depth 16 meters		37°34'S 178°53'
600	(INT 600)	4Ed. 1/19/85 LAST NM 17/86		(20(149)86 Auckland) 27/
	Delete	Depth 16 meters (See 17/86-600)		37°34'S 178°53'
	Add	Depth 15 meters		37°34.3'S 178°52.8'
600	(INT 600)	4Ed. 1/19/85 LAST NM 27/86		(39(276)86 Auckland) 47/8
	Add	Depths 153 meters		43°35'S 176°11'W
		32 meters		44°03'S 176°04'W
		30 meters		44°07'S 176°02'W
		28 meters		44°10'S 175°59'W
600	(INT 600)	4Ed. 1/19/85 LAST NM 47/86		(48(663)86 Sydney) 6/8
	Add	Depth 36 meters "Rep (1986)"		32°00'S 166°55'I
600	(INT 600)	4Ed. 1/19/85 LAST NM 6/87		(3(43)87 Sydney) 12/8
	Add	Depth 108 meters "Rep (1986)"		29°40'S 167°52'I
600	(INT 600)	4Ed. 1/19/85 LAST NM 12/87		(12(97)87 Auckland; 13(150)87 Sydney) 21/8
	Substitute	Depth 383 meters for 355 meters and enclosing dotted-line circle		34°23'S 168°27'I
	Add	Depth 303 meters		33°59'S 167°14'E
600	(INT 600)	4Ed. 1/19/85 LAST NM 21/87		(BA CH 4600) 22/8
	Add	Light symbols		34°47'S 173°24'E
				38°33'S 178°16'E
				38°40'S 178°04'E
				39°22'S 176°55'E
				40°14'S 176°48'E
				40°33'S 173°00'E
				45°24'S 170°50'E
				37°18'S 176°17'E
				45°07'S 170°59'E
600	(INT 600)	4Ed. 1/19/85 LAST NM 22/87		(16(197)87 Sydney) 26/8
	Add	Depth 327 meters		38°12'S 168°26'E
600	(INT 600)	4Ed. 1/19/85 LAST NM 28/87		(19(138)87 Auckland) 29/8
	Add	Depth 408 meters		38°00'S 169°05'E

600	(INT 600)	4Ed. 1/19/85 LAST NM 29/87		(25(178)87 Auckland) 38/87
	Delete	R Bn		45°47'S 170°44'E
600	(INT 600)	4Ed. 1/19/85 LAST NM 38/87		(46(330)87 Auckland) 3/88
	Delete	Depth 93 meters		52°31'N 169°18'E
	Add	Depth 55 meters		52°30'S 169°18'E
600	(INT 600)	4Ed. 1/19/85 LAST NM 3/88		(46(330)87 Auckland) 7/88
	Delete	Depth 93 meters (See 3/88-600)		52°31'S 169°18'E
600	(INT 600)	4Ed. 1/19/85 LAST NM 7/88		(4(50)88 Auckland) 15/88
	Add	Depth 98 meters "Rep (1988)"		50°27'S 165°33'E
600	(INT 600)	4Ed. 1/19/85 LAST NM 15/88		(16(118)88 Auckland) 29/88
	Delete	Depth 212 meters "Rep (1984)"		32°12'S 167°28'E
	Add	Legends "ED" to depth 16 meters "Rep (1982)"		32°09'S 167°20'E
		"PD" to depth 36 meters "Rep (1986)"		32°00'S 166°55'E
		Depth 119 meters		32°10'S 167°29'E
600	(INT 600)	4Ed. 1/19/85 LAST NM 29/88		(33(207)88 Auckland) 50/88
	Delete	Depths 227 meters		43°38'S 175°40'W
		328 meters		43°57'S 175°17'W
	Add	Depths 193 meters		43°34'S 175°36'W
		80 meters		43°56'S 175°18'W
600	(INT 600)	4Ed. 1/19/85 LAST NM 50/88		(47(284), 48(293)88 Auckland) 10/89
	Delete	Depths 129 meters		30°38'S 178°29'W
		111 meters "(1976)"		30°45'S 178°27'W
		R Bn		46°10'S 166°36'E
	Add	Depth 70 meters		30°42'S 178°29'W
600	(INT 600)	4Ed. 1/19/85 LAST NM 10/89		(13(88), 14(91)89 Auckland) 24/89
	Delete	Light symbol		46°12'S 166°38'E
	Add	Light symbol		46°10'S 166°35'E
		Depths 31 meters "Rep (1983)"		29°17'S 178°05'W
		75 meters "Rep (1983)"		29°29'S 178°11'W
600	(INT 600)	4Ed. 1/19/85 LAST NM 24/89		(20(122)89 Auckland) 31/89
	Add	Depth 145 meters "Rep (1982)"		32°06'S 167°47'E
600	(INT 600)	4Ed. 1/19/85 LAST NM 31/89		(34(179), 35(186)90 Auckland) 46/90
	Delete	Depth 128 meters		31°20'S 178°44'W
		R Bn at light		39°07'S 178°00'E
	Add	Depth 100 meters		31°22'S 178°45'W
600	(INT 600)	4Ed. 1/19/85 LAST NM 46/90		(14(92)91 Auckland) 28/91
	Delete	Depth 109 meters		28°41'S 177°45'W
	Add	Depth 88 meters		28°39'S 177°46'W
600	(INT 600)	4Ed. 1/19/85 LAST NM 28/91		(18(124)91 Auckland) 32/91
	Delete	Depth 128 meters		41°35'S 171°24'E
	Add	Depths 64 meters		41°26'S 171°37'E
		91 meters		41°32'S 171°19'E
★601	(INT 601)	3Ed. 4/20/85 NEW EDITION		(DMAHTC) 28/85
601	(INT 601)	3Ed. 4/20/85 LAST NM 28/85		(28(157)85 Auckland) 33/85
	Delete	Depth 9 meters "(1963)"		45°19'S 171°22'E
601	(INT 601)	3Ed. 4/20/85 LAST NM 33/85		(37(218)85 Auckland) 45/85
	Delete	R Bn		36°26'S 175°46'E
601	(INT 601)	3Ed. 4/20/85 LAST NM 45/85		(41(619)85 Sydney) 2/86
	Delete	Depth 91 meters		36°39.0'S 156°09.0'E

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601	(Continued)		2/86
	Add	Depth 87 meters	36°40.0'S 156°12.3'E
601	(INT 601)	3Ed. 4/20/85 LAST NM 2/86	(3(80)86 Sydney) 20/86
	Add	R Bn (AERO)	37°35.9'S 149°43.7'E
601	(INT 601)	3Ed. 4/20/85 LAST NM 20/86	(12(97)87 Auckland; 13(150)87 Sydney) 21/87
	Delete	Depth 355 meters	34°23'S 168°22'E
	Add	Depths 303 meters	33°59'S 167°14'E
		383 meters	34°23'S 168°27'E
601	(INT 601)	3Ed. 4/20/85 LAST NM 21/87	(16(197)87 Sydney) 28/87
	Add	Depths 327 meters	38°12'S 168°26'E
		412 meters	38°40'S 168°07'E
601	(INT 601)	3Ed. 4/20/85 LAST NM 28/87	(19(138)87 Auckland) 29/87
	Delete	Depths 536 meters	38°13'S 168°46'E
		488 meters	38°47'S 168°07'E
601	(INT 601)	3Ed. 4/20/85 LAST NM 29/87	(25(178)87 Auckland) 38/87
	Delete	R Bn	45°47'S 170°44'E
601	(INT 601)	3Ed. 4/20/85 LAST NM 38/87	(35(248)87 Auckland) 47/87
	Delete	Depth 494 meters	34°13'S 162°39'E
	Add	Depth 433 meters	34°12'S 162°39'E
601	(INT 601)	3Ed. 4/20/85 LAST NM 47/87	(BA CH 788) 15/88
	Add	Light	41°01.0'S 144°37.0'E
601	(INT 601)	3Ed. 4/20/85 LAST NM 15/88	(7(118)88 Sydney) 21/88
	Substitute	Platform for depth 56 meters	38°30'S 147°46'E
601	(INT 601)	3Ed. 4/20/85 LAST NM 21/88	(48(293)88 Auckland) 10/89
	Delete	R Bn	46°10'S 166°36'E
601	(INT 601)	3Ed. 4/20/85 LAST NM 10/89	(3(74, 75)89 Sydney) 16/89
	Delete	R Bn at light	39°36'S 143°56'E
		Light symbol	39°55'S 143°50'E
601	(INT 601)	3Ed. 4/20/85 LAST NM 16/89	(13(88)89 Auckland) 24/89
	Delete	Light symbol	46°12'S 166°38'E
	Add	Light symbol	46°10'S 166°35'E
601	(INT 601)	3Ed. 4/20/85 LAST NM 24/89	(20(291)89 Sydney) 33/89
	Delete	Depth 69 meters	38°36'S 145°00'E
	Add	Depth 49 meters	38°42'S 144°56'E
601	(INT 601)	3Ed. 4/20/85 LAST NM 33/89	(28(403)89 Sydney) 36/89
	Add	Platform	38°14'S 147°52'E
601	(INT 601)	3Ed. 4/20/85 LAST NM 36/89	(32(458)89 Sydney) 46/89
	Add	Platforms	38°34'S 147°19'E
			38°29'S 147°23'E
601	(INT 601)	3Ed. 4/20/85 LAST NM 46/89	(18(124)91 Auckland) 32/91
	Add	Depth 64 meters	41°26'S 171°37'E
★**602**	(INT 602)	4Ed. 9/7/85 NEW EDITION	(DMAHTC; NVS7377/85) 47/85
	Delete	Depth 16 meters	17°58'S 168°22'E
		(Previously published 38/85)	
	Delete	Depths 71 meters	30°12'S 178°27'E
		12 meters	30°34'S 178°30'E
	Substitute	Depth 345 meters enclosed by dotted-line circle for 354 meters	24°27'S 135°16'E
602	(INT 602)	4Ed. 9/7/85 LAST NM 47/85	(BA CH 4602) 49/85
	Substitute	Depth 70 meters for 78 meters	21°00'S 170°17'E
602	(INT 602)	4Ed. 9/7/85 LAST NM 49/85	(26(1887)86 Taunton) 35/86
	Substitute	Depth 38 meters for 56 meters	21°01'S 162°20'E
602	(INT 602)	4Ed. 9/7/85 LAST NM 35/86	(MCNM7848/86) 50/86
	Add	Depth 95 meters	22°16'S 169°03'E

602	(INT 602)	4Ed. 9/7/85 LAST NM 50/86	(47(649)86 Sydney) 5/87
	Add	Depth 277 meters	22°43'S 159°43'E
602	(INT 602)	4Ed. 9/7/85 LAST NM 5/87	(48(663)86 Sydney) 6/87
	Substitute	Depth 36 meters "Rep (1986)" for 759 meters	32°00'S 166°55'E
602	(INT 602)	4Ed. 9/7/85 LAST NM 6/87	(48(3522)86 Taunton) 8/87
	Delete	Dangerous submerged rock	20°30'S 159°31'E
		Dangerous submerged rock, blue tint, limiting danger line and legend "Bellona Sh"	20°55'S 159°45'E
		Danger circle	20°56'S 160°30'E
602	(INT 602)	4Ed. 9/7/85 LAST NM 8/87	(MCNM7925/87; 3(43)87 Sydney) 14/87
	Substitute	Depth 44 meters for 38 meters	20°54'S 157°06'E
	Add	Depth 108 meters "Rep (1986)"	29°40'S 167°52'E
602	(INT 602)	4Ed. 9/7/85 LAST NM 14/87	(7(542)87 Taunton) 15/87
	Delete	Depth 73 meters	21°14.0'S 162°17.0'E
	Add	Depths 49 meters	21°11.0'S 162°02.7'E
		49 meters	21°11.5'S 162°10.5'E
		42 meters	21°16.0'S 162°14.0'E
602	(INT 602)	4Ed. 9/7/85 LAST NM 15/87	(12(96, 97)87 Auckland; 13(150)87 Sydney) 21/87
	Delete	Depth 803 meters	28°33'S 167°50'E
	Substitute	Depth 383 meters for 354 meters and enclosing dotted-line circle	34°23'S 168°27'E
	Add	Depths 504 meters	28°36'S 167°52'E
		303 meters	33°59'S 167°14'E
		Light symbols with legend "Cap des Pins"	21°03'S 167°28'E
		"Hydrographers Pass"	19°53'S 150°14'E
		"Tracking Pt"	31°27'S 152°56'E
602	(INT 602)	4Ed. 9/7/85 LAST NM 21/87	(BA CH 4600) 22/87
	Add	Light symbol	34°47'S 173°24'E
602	(INT 602)	4Ed. 9/7/85 LAST NM 22/87	(24(294)87 Sydney; 27(2036)87 Taunton) 41/87
	Delete	Danger circle "Discol Water"	21°12.2'S 170°14.8'E
	Add	Danger circle "Breakers Rep (1987)"	17°05.8'S 147°29.7'E
602	(INT 602)	4Ed. 9/7/85 LAST NM 41/87	(35(248)87 Auckland) 47/87
	Delete	Depth 494 meters	34°13'S 162°39'E
	Add	Depth 433 meters	34°12'S 162°39'E
602	(INT 602)	4Ed. 9/7/85 LAST NM 47/87	(MCNM8027/87) 1/88
	Substitute	Depth 87 meters for 93 meters	23°04'S 168°20'E
602	(INT 602)	4Ed. 9/7/85 LAST NM 1/88	(9(136)88 Sydney) 24/88
	Add	Legend "Reef reported to extend 1.5 miles farther E (1988)"	29°53'S 159°20'E
602	(INT 602)	4Ed. 9/7/85 LAST NM 24/88	(16(118)88 Auckland) 29/88
	Delete	Depth 212 meters	32°11'S 167°30'E
	Add	Legends "ED" to depth 16 meters	
		"Rep (1985)"	32°09'S 167°18'E
		"PD" to depth 36 meters "Rep (1986)"	32°00'S 166°55'E
		Depth 119 meters	32°10'S 167°29'E
602	(INT 602)	4Ed. 9/7/85 LAST NM 29/88	(31(460)88 Sydney) 48/88
	Add	Racon with light symbol	17°26'S 151°04'E
602	(INT 602)	4Ed. 9/7/85 LAST NM 48/88	(34(209)88 Auckland) 50/88
	Delete	Depth 210 meters "Rep"	22°17'S 168°39'E
	Substitute	Depth 185 meters for 192 meters "Rep"	22°21'S 171°41'E

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602	(Continued)		50/88
	Add	Depth 192 meters	22°18'S 168°42'E
602	(INT 602)	4Ed. 9/7/85 LAST NM 50/88	(MCNM1002/89) 4/89
	Delete	Depths 51 meters	21°07'S 162°12'E
		62 meters	21°07'S 162°20'E
	Substitute	Depth 56 meters for 59 meters	20°59'S 162°14'E
	Add	Depths 55 meters	21°05'S 162°12'E
		56 meters	21°06'S 162°18'E
		Legend "Rep (1946) (PD)" to depth 55 meters	21°11'S 162°24'E
602	(INT 602)	4Ed. 9/7/85 LAST NM 4/89	(45(38)88 Brest) 5/89
	Delete	Light	21°20'S 164°56'E
602	(INT 602)	4Ed. 9/7/85 LAST NM 5/89	(45(630)88 Sydney) 6/89
	Delete	Depth 753 meters	26°02'S 154°54'E
	Add	Depth 636 meters	26°01'S 154°57'E
602	(INT 602)	4Ed. 9/7/85 LAST NM 6/89	(34(32)88 Brest) 7/89
	Delete	Depths 18 meters	20°03'S 160°15'E
		1006 meters	20°23'S 169°29'E
		1061 meters	19°02'S 170°00'E
		1351 meters	19°30'S 170°34'E
	Add	Depths 605 meters	18°34'S 169°35'E
		823 meters	20°25'S 169°27'E
		823 meters	19°00'S 170°01'E
		914 meters	19°30'S 170°34'E
		16 meters	19°59'S 160°15'E
		18 meters	20°02'S 160°23'E
		59 meters	20°50'S 161°40'E
602	(INT 602)	4Ed. 9/7/85 LAST NM 7/89	(Fr CH 6768) 11/89
	Add	Depth 408 meters	23°18'S 168°10'E
602	(INT 602)	4Ed. 9/7/85 LAST NM 11/89	(20(122)89 Auckland) 31/89
	Add	Depth 145 meters "Rep (1982)"	32°06'S 167°47'E
602	(INT 602)	4Ed. 9/7/85 LAST NM 31/89	(MCNM1087/89) 34/89
	Add	Depth 345 meters "Rep (1989)"	22°00'S 174°04'E
602	(INT 602)	4Ed. 9/7/85 LAST NM 34/89	(26(1967)89 Taunton) 39/89
	Add	Depth 110 meters	17°13'S 168°22'E
602	(INT 602)	4Ed. 9/7/85 LAST NM 39/89	(42(53)89 Brest) 21/90
	Delete	Depth 561 meters	24°51'S 168°23'E
	Add	Depth 500 meters	24°55'S 168°21'E
602	(INT 602)	4Ed. 9/7/85 LAST NM 21/90	(27(55)90 Brest) 43/90
	Add	Depth 3 meters enclosed by danger circle with legend "Reef" (PA)	19°31'S 161°20'E
602	(INT 602)	4Ed. 9/7/85 LAST NM 43/90	(6(49)90 Brest) 49/90
	Substitute	Depth 236 meters for 280 meters	21°09'S 167°55'E
602	(INT 602)	4Ed. 9/7/85 LAST NM 49/90	(41(579)90 Sydney) 2/91
	Delete	Depth 22 meters	17°09'S 147°55'E
	Add	Depth 24 meters with legend "McDermott Bank"	17°15'S 147°52'E
602	(INT 602)	4Ed. 9/7/85 LAST NM 2/91	(1(70)91 Taunton) 8/91
	Add	Danger circle "Volcanic activity (1990)" (PA)	19°10'S 175°41'E
602	(INT 602)	4Ed. 9/7/85 LAST NM 8/91	(29(49)90 Brest) 9/91
	Delete	Depth 91 meters	21°23'S 168°00'E
602	(INT 602)	4Ed. 9/7/85 LAST NM 9/91	(MCNM1079/91) 13/91
	Add	Depth 476 meters "Rep (1990)"	24°53.5'S 168°22.3'E
602	(INT 602)	4Ed. 9/7/85 LAST NM 13/91	(20(247)91 Sydney) 31/91
	Delete	Depths 48 meters	17°18'S 150°00'E
		37 meters	17°38'S 150°12'E

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602	(Continued)			31/91
	Add	Depths 24 meters		17°18'S 150°05'E
		25 meters		17°34'S 150°14'E
★603	(INT 603)	4Ed. 8/25/84	NEW EDITION	(DMAHTC) 45/84
	Add	Depths 25 meters		5°32'S 116°10'E
		29 meters		5°32'S 116°14'E
		(Previously published 39/84)		
	Substitute	Legend "PA" for random mark		2°06'S 129°43'E
		Depth 31 meters for 3 meters		2°03'S 129°37'E
603	(INT 603)	4Ed. 8/25/84 LAST NM 45/84		(21(361)84 Sydney) 4/85
	Add	Depths 532 meters "Rep (1984)"		3°02.9'S 148°00.8'E
		549 meters "Rep (1984)"		2°35.0'S 146°12.5'E
603	(INT 603)	4Ed. 8/25/84 LAST NM 4/85		(50(3328)84 Taunton) 6/85
	Add	Light symbol		7°51.0'S 117°11.0'E
603	(INT 603)	4Ed. 8/25/84 LAST NM 6/85		(BA CH 2766) 10/85
	Substitute	Depth 20.1 meters "Rep (1983)" for 38 meters		3°43'S 144°25'E
603	(INT 603)	4Ed. 8/25/84 LAST NM 10/85		(6(91)85 Sydney) 17/85
	Add	Depth 287 meters "Rep (1984)"		2°45'S 146°57'E
603	(INT 603)	4Ed. 8/25/84 LAST NM 17/85		(12(857)85 Taunton) 21/85
	Add	Light symbol		1°31'S 128°45'E
603	(INT 603)	4Ed. 8/25/84 LAST NM 21/85		(HNNM7490/85) 28/85
	Add	Depth 13 meters		5°22'S 117°41'E
603	(INT 603)	4Ed. 8/25/84 LAST NM 28/85		(49(439)85 Jakarta) 31/85
	Add	Light symbol		1°10'S 119°21'E
★603	(INT 603)	4Ed. 8/25/84 LAST NM 31/85		(HNNM7682/86) 7/86
	Add	Depths 712 meters		1°22.2'S 144°43.0'E
		553 meters (PA)		2°08.0'S 145°05.5'E
		288 meters (PA)		6°47.0'S 148°00.3'E
603	(INT 603)	4Ed. 8/25/84 LAST NM 7/86		(HNNM7559/85) 9/86
	Delete	Depth 608 meters and enclosing dotted line		4°51'S 118°24'E
	Add	Depths 522 meters		4°51'S 118°25'E
		423 meters		4°16'S 117°22'E
		268 meters		5°04'S 118°07'E
603	(INT 603)	4Ed. 8/25/84 LAST NM 9/86		(48(3211)85 Taunton) 11/86
	Add	Light symbol		4°17.5'S 129°40.0'E
603	(INT 603)	4Ed. 8/25/84 LAST NM 11/86		(6(129)86 Sydney; 10(566)81 Taunton) 12/86
	Delete	Depth 16.5 meters, blue tint and enclosing dotted line		2°49'S 125°41'E
	Substitute	Islet for light and delete legend "Banawaja"		6°49.0'S 119°12.0'E
	Add	Depth 165 meters		2°49'S 125°41'E
603	(INT 603)	4Ed. 8/25/84 LAST NM 12/86		(4(92)86 Sydney) 15/86
	Delete	Depth 40 meters		5°32.0'S 116°25.0'E
	Add	Depths 24 meters		5°30.0'S 116°30.0'E
		24 meters		5°35.0'S 116°24.0'E
603	(INT 603)	4Ed. 8/25/84 LAST NM 15/86		(10(183)86 Sydney) 17/86
	Add	Depth 14 meters "Rep"		11°49.2'S 123°48.9'E
603	(INT 603)	4Ed. 8/25/84 LAST NM 17/86		(17(295)86 Sydney) 26/86
	Substitute	Depths 15 meters for 25 meters		14°16'S 146°56'E
		8 meters for 6 meters		14°06'S 146°48'E
603	(INT 603)	4Ed. 8/25/84 LAST NM 26/86		(22(1594)86 Taunton) 29/86
	Add	Light		8°53'S 116°35'E
603	(INT 603)	4Ed. 8/25/84 LAST NM 29/86		(16(279)86 Sydney) 30/86
	Add	Depth 7 meters "Rep(1986)"		11°13'S 125°25'E

603 (INT 603)	4Ed. 8/25/84 LAST NM 30/86		(27(442)86 Sydney) 35/8
Add	Superbuoy TANKER Racon (occas)		11°55'S 125°00'
603 (INT 603)	4Ed. 8/25/84 LAST NM 35/86		(38(558, 560)86 Sydney) 47/8
Delete	Depth 7 meters		9°00'S 145°10'
Add	Light flare symbol to superbuoy TANKER (See 35/86-603)		11°55'S 125°00'
603 (INT 603)	4Ed. 8/25/84 LAST NM 47/86		(7(80)87 Sydney) 15/8
Add	Wreck		14°01'S 140°00'
603 (INT 603)	4Ed. 8/25/84 LAST NM 15/87		(10(115)87 Sydney) 17/8
Add	Depth 3 meters		10°19.5'S 132°42.3'
603 (INT 603)	4Ed. 8/25/84 LAST NM 17/87		(24(294)87 Sydney) 41/8
Add	Danger circle "Breakers Rep (1987)"		17°05.8'S 147°29.7'
603 (INT 603)	4Ed. 8/25/84 LAST NM 41/87		(26(313)87 Sydney) 42/8
Delete	Depth 18 meters		13°04'S 124°35'
Add	Depth 11 meters		13°04.7'S 124°34.7'
603 (INT 603)	4Ed. 8/25/84 LAST NM 42/87		(31(462)88 Sydney) 48/8
Add	Depth 20 meters "Rep (1988)"		10°29'S 126°3'
603 (INT 603)	4Ed. 8/25/84 LAST NM 48/88		(38(523)88 Sydney) 53/8
Substitute	Reef symbol for island		2°09'S 145°56'
Add	Legend "Western Reef"		2°09'S 146°05'
603 (INT 603)	4Ed. 8/25/84 LAST NM 53/88		(43(597)88 Sydney) 5/8
Add	R Bn to superbuoy TANKER		11°55'S 125°00'
603 (INT 603)	4Ed. 8/25/84 LAST NM 5/89		(47(382, 384)88 Jakarta) 10/8
Add	R Bn		1°13'S 116°58'
	R Bn at light		3°47'S 128°06'
603 (INT 603)	4Ed. 8/25/84 LAST NM 10/89		(8(149), 12(199)89 Sydney) 22/8
Delete	Depths 46 meters		3°03'S 145°13'
	910 meters		4°25'S 146°07'
Change	Legend "(PA)" to "(PD)"		9°48'S 136°21'
Add	Legend "(PD)" to depth 9 meters		10°00'S 136°00'
	Depths 47 meters		2°57'S 145°07'
	556 meters		4°24'S 146°11'
603 (INT 603)	4Ed. 8/25/84 LAST NM 22/89		(13(207, 208), 14(220)89 Sydney) 27/8
Delete	Depths 14 meters "Rep"		2°55'S 147°35'
	4 meters "Rep"		2°52'S 146°59'
	287 meters "Rep (1984)"		2°45'S 146°57'
	20.1 meters "Rep (1983)"		3°43'S 144°25'
Add	Depths 100 meters		2°44'S 146°56'
	3 meters		2°52'S 147°02'
	506 meters		2°54'S 147°42'
603 (INT 603)	4Ed. 8/25/84 LAST NM 27/89		(19(160)89 Jakarta) 29/8
Add	Light flare symbol at R Bn (See 10/89-603)		1°13'S 116°58'
603 (INT 603)	4Ed. 8/25/84 LAST NM 29/89		(21(1628)89 Taunton) 31/8
Add	Light symbol		9°17'S 119°57'
603 (INT 603)	4Ed. 8/25/84 LAST NM 31/89		(23(191, 192, 194)89 Jakarta) 33/8
Add	R Bn at lights		3°34'S 118°56'
			5°24'S 118°26'
	R Bn		8°30'S 140°23'
603 (INT 603)	4Ed. 8/25/84 LAST NM 33/89		(37(524-526)89 Sydney) 6/90
Delete	Depth 25 meters		12°55'S 124°25'
Add	Danger circles "Well"		12°06'S 125°03'
			12°09'S 124°57'
			12°42'S 124°32'

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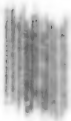
603	(Continued)			6/90
	Add		Danger circle "Wells"	12°30'S 124°25'E
			Superbuoy TANKER "Talisman"	19°30'S 116°56'E
603	(INT 603)	4Ed. 8/25/84	LAST NM 6/90	(BA CH 942B, 1(8)90 Jakarta) 18/90
	Add		Light	5°20'S 132°00'E
603	(INT 603)	4Ed. 8/25/84	LAST NM 18/90	(50(739)89 Sydney) 21/90
	Delete		Light symbol	20°19'S 118°38'E
603	(INT 603)	4Ed. 8/25/84	LAST NM 21/90	(12(186)90 Sydney) 24/90
	Add		Light symbol	8°19'S 125°08'E
603	(INT 603)	4Ed. 8/25/84	LAST NM 24/90	(10(151)90 Sydney) 25/90
	Delete		Danger circle "Well" (See 6/90-603)	12°06'S 125°03'E
	Add		Superbuoy TANKER with light flare symbol	12°07'S 125°01'E
603	(INT 603)	4Ed. 8/25/84	LAST NM 25/90	(Indo CH 406) 31/90
	Add		Depth 64 meters	2°41.5'S 130°01.8'E
603	(INT 603)	4Ed. 8/25/84	LAST NM 31/90	(30(420)90 Sydney) 45/90
	Add		Dotted-line circle, radius 8 miles, with legend "Reef Rep (1990)" centered	8°33'S 133°45'E
603	(INT 603)	4Ed. 8/25/84	LAST NM 45/90	(38(536)90 Sydney) 50/90
	Add		R Bn to superbuoy TANKER (See 25/90-603)	12°07'S 125°01'E
603	(INT 603)	4Ed. 8/25/84	LAST NM 50/90	(41(579)90 Sydney) 2/91
	Delete		Depth 22 meters	17°10'S 147°53'E
	Add		Depth 24 meters with legend "McDermott Bank"	17°15'S 147°52'E
603	(INT 603)	4Ed. 8/25/84	LAST NM 2/91	(36(236, 237)90 Jakarta) 4/91
	Add		Light symbols	5°42'S 119°46'E
				5°25'S 117°57'E
603	(INT 603)	4Ed. 8/25/84	LAST NM 4/91	(MCNM1027/90) 6/91
	Delete		R Bn (AERO) at light	8°34'S 125°34'E
603	(INT 603)	4Ed. 8/25/84	LAST NM 6/91	(MCNM1079/91) 13/91
	Add		Depth 265 meters "Rep (1990)"	6°00.0'S 125°03.8'E
603	(INT 603)	4Ed. 8/25/84	LAST NM 13/91	(7(113)91 Sydney) 21/91
	Delete		Danger circle "Obstr"	13°29'S 115°46'E
603	(INT 603)	4Ed. 8/25/84	LAST NM 21/91	(15(199)91 Sydney) 27/91
	Add		Light symbol	4°58'S 118°32'E
603	(INT 603)	4Ed. 8/25/84	LAST NM 27/91	(23(285, 286)91 Sydney) 33/91
	Add		Danger circle "Reef Rep (1991)"	3°07'S 148°10'E
			Depth 18 meters "Rep (1991)"	10°43'S 125°56'E
★**604**	(INT 604)	3Ed. 8/18/84	NEW EDITION	(DMAHTC) 43/84
	Add		Depth 287 meters "Rep (1984)" (Previously published 41/84)	2°54.1'S 152°47.6'E
	Delete		Danger circle (Previously published 43/84)	7°45'S 170°25'E
604	(INT 604)	3Ed. 8/18/84	LAST NM 45/84	(NVS7245/84) 51/84
	Add		Depths 488 meters "Rep (1979)"	5°27.5'S 153°52.5'E
			377 meters "Rep (1979)"	5°38.9'S 154°01.7'E
			336 meters "Rep (1979)"	5°37.9'S 154°06.2'E
604	(INT 604)	3Ed. 8/18/84	LAST NM 51/84	(21(361)84 Sydney; BA RA) 4/85
	Delete		R Bn (AERO)	18°14'S 178°10'E
	Add		Depth 532 meters "Rep (1984)"	3°02.9'S 148°00.8'E
604	(INT 604)	3Ed. 8/18/84	LAST NM 4/85	(47(793)84 Sydney) 11/85
	Delete		Depths 53 meters	20°57'S 170°03'E
			98 meters	21°00'S 170°17'E
	Add		Depths 78 meters	21°00'S 170°18'E
			154 meters	20°52'S 170°01'E



604	(INT 604)	3Ed. 8/18/84 LAST NM 11/85	(6(91)85 Sydney) 17
	Add	Depth 287 meters "Rep (1984)"	2°45'S 146°5
604	(INT 604)	3Ed. 8/18/84 LAST NM 17/85	(NVS7453/85) 21
	Delete	Danger circle	17°27'S 171°2
604	(INT 604)	3Ed. 8/18/84 LAST NM 21/85	(12(161)85 Sydney) 22
	Delete	Danger circle	18°08'S 160°3
604	(INT 604)	3Ed. 8/18/84 LAST NM 22/85	(17(1152)85 Taunton) 30
	Delete	Danger circles	18°38'S 171°0
			19°03'S 171°4
	Add	Depths 222 meters	18°11'S 168°4
		58 meters	18°30'S 168°3
		326 meters	18°49'S 169°3
		182 meters	19°31'S 169°3
		360 meters	19°41'S 170°3
604	(INT 604)	3Ed. 8/18/84 LAST NM 30/85	(BA CH 4602) 49
	Substitute	Depth 70 meters for 78 meters (See 11/85-604)	21°00'S 170°1
★**604**	(INT 604)	3Ed. 8/18/84 LAST NM 49/85	(HNNM7682/86) 7
	Add	Depth 288 meters (PA)	6°47.0'S 148°00.
604	(INT 604)	3Ed. 8/18/84 LAST NM 7/86	(17(295)86 Sydney) 26
	Substitute	Depths 15 meters for 25 meters	15°16'S 146°5
		8 meters for 6 meters	14°06'S 146°4
604	(INT 604)	3Ed. 8/18/84 LAST NM 26/86	(45(3304)86 Taunton) 4
	Delete	Depth 451 meters	12°37'S 167°2
	Add	Depth 20 meters	12°39'S 167°3
604	(INT 604)	3Ed. 8/18/84 LAST NM 4/87	(48(3522)86 Taunton) 8
	Delete	Dangerous submerged rock	20°35'S 159°3
		Dangerous submerged rock "Bellona Sh"	20°55'S 159°4
		Danger circle	20°56'S 160°2
604	(INT 604)	3Ed. 8/18/84 LAST NM 8/87	(MCNM7909/87) 10
	Add	Depth 688 meters (PA)	2°01'S 148°4
604	(INT 604)	3Ed. 8/18/84 LAST NM 10/87	(7(540)87 Taunton) 15
	Add	Depths 97 meters	13°35.9'S 167°58.
		61 meters	13°35.0'S 167°22.
604	(INT 604)	3Ed. 8/18/84 LAST NM 15/87	(17(219)87 Sydney) 29
	Add	Depth 124 meters "Rep (1987)"	2°07.4'S 153°17.
604	(INT 604)	3Ed. 8/18/84 LAST NM 29/87	(Aus CH 4602) 36
	Add	Lights	19°07'S 177°5
			17°47'S 179°0
			18°05'S 179°2
			17°08'S 176°5
604	(INT 604)	3Ed. 8/18/84 LAST NM 36/87	(24(294)87 Sydney; 24(1792)87 Taunton) 41
	Delete	Depths 11 meters	14°32.0'S 166°51.
		56 meters	12°40.0'S 166°37.
	Add	Danger circle "Breakers Rep (1987)"	17°05.8'S 147°29.
604	(INT 604)	3Ed. 8/18/84 LAST NM 41/87	(28(336)87 Sydney) 42
	Add	Danger circle "Breakers Rep (1987)"	1°19.5'S 151°11.
604	(INT 604)	3Ed. 8/18/84 LAST NM 42/87	(34(2527)87 Taunton) 44
	Delete	Depth 9 meters	12°30'S 167°2
	Add	Depth 40 meters	12°24'S 167°2
604	(INT 604)	3Ed. 8/18/84 LAST NM 44/87	(41(3115)87 Taunton) 50
	Add	Depths 18 meters	10°08'S 167°2
		15 meters	10°20'S 167°4
		11 meters	10°17'S 166°5
		Dangerous submerged rock	9°38'S 165°2

604 (INT 604)	3Ed. 8/18/84 LAST NM 50/87	(12(970)88 Taunton; 53(46)87 Brest) 25/88	
Add	Depths 12 meters	9°51'S 166°05'E	
	260 meters	10°19'S 165°29'E	
	73 meters	10°41'S 167°47'E	
	Buoy "ET4", orange and white, conical	1°52'S 164°53'E	
604 (INT 604)	3Ed. 8/18/84 LAST NM 25/88	(26(384), 29(430)88 Sydney) 44/88	
Delete	Depth 192 meters	2°02'S 151°20'E	
Substitute	Depth 12 meters "Rep (1988)" for 110 meters	9°49'S 151°33'E	
604 (INT 604)	3Ed. 8/18/84 LAST NM 44/88	(30(446), 31(460)88 Sydney) 48/88	
Substitute	Depth 27 meters for 110 meters	4°04'S 152°15'E	
Add	Racon with light symbol	17°26'S 151°04'E	
604 (INT 604)	3Ed. 8/18/84 LAST NM 48/88	(MCNM1002/89) 4/89	
Substitute	Depth 56 meters for 59 meters	20°59'S 162°14'E	
604 (INT 604)	3Ed. 8/18/84 LAST NM 4/89	(34(32)88 Brest) 7/89	
Delete	Depths 18 meters	20°03'S 160°15'E	
	1006 meters	20°23'S 169°29'E	
	1061 meters	19°02'S 170°00'E	
	1351 meters	19°30'S 170°34'E	
Add	Depths 605 meters	18°34'S 169°35'E	
	823 meters	20°25'S 169°27'E	
	823 meters	19°00'S 170°01'E	
	914 meters	19°30'S 170°34'E	
	16 meters	19°59'S 160°15'E	
	18 meters	20°02'S 160°23'E	
	59 meters	20°50'S 161°40'E	
604 (INT 604)	3Ed. 8/18/84 LAST NM 7/89	(1(37)89 Sydney) 12/89	
Substitute	Depth 110 meters for 12 meters "Rep (1988)" (See 44/88-604)	9°49'S 151°33'E	
604 (INT 604)	3Ed. 8/18/84 LAST NM 12/89	(13(207, 208)89 Sydney) 27/89	
Delete	Depths 14 meters "Rep"	2°54'S 147°36'E	
	4 meters "Rep"	2°53'S 147°00'E	
	287 meters "Rep (1984)"	2°45'S 146°57'E	
Add	Depths 100 meters	2°44'S 146°56'E	
	3 meters	2°52'S 147°02'E	
	506 meters	2°54'S 147°42'E	
604 (INT 604)	3Ed. 8/18/84 LAST NM 27/89	(17(254)89 Sydney) 31/89	
Add	Depths 9 meters	19°00'S 147°30'E	
	14 meters	18°31'S 147°48'E	
	Rock awash enclosed by danger circle	20°32'S 149°47'E	
	Light symbols	19°54'S 150°13'E	
		18°13'S 147°02'E	
	Legend "Hydrographers Pass"	19°38'S 150°35'E	
604 (INT 604)	3Ed. 8/18/84 LAST NM 31/89	(MCNM1103/89) 38/89	
Delete	Depth 605 meters	11°14'S 178°17'E	
Add	Depths 508 meters	11°12'S 178°16'E	
	722 meters	11°46'S 179°23'E	
604 (INT 604)	3Ed. 8/18/84 LAST NM 38/89	(26(1967)89 Taunton) 39/89	
Add	Depths 141 meters	15°50'S 166°49'E	
	110 meters	17°13'S 168°22'E	
	Depths, each enclosed by danger circle		
	2 meters	15°57'S 166°04'E	
	6 meters	15°57'S 166°09'E	
604 (INT 604)	3Ed. 8/18/84 LAST NM 39/89	(26(60)89 Brest) 41/89	
Delete	Buoy "ET 4"	1°52'S 164°53'E	
604 (INT 604)	3Ed. 8/18/84 LAST NM 41/89	(34(475)89 Sydney) 1/90	
Delete	Depth 27 meters	4°04'S 152°15'E	
Add	Depth 18 meters	4°03'S 152°14'E	

604	(INT 604)	3Ed. 8/18/84 LAST NM 1/90	(30(165)90 Auckland) 39/90
	Substitute	Depth 25 meters for 29 meters	12°47'S 177°28'E
604	(INT 604)	3Ed. 8/18/84 LAST NM 39/90	(27(55)90 Brest) 43/90
	Add	Depth 3 meters enclosed by danger circle with legend "Reef" (PA)	19°31'S 161°20'E
604	(INT 604)	3Ed. 8/18/84 LAST NM 43/90	(41(579)90 Sydney) 2/91
	Delete	Depth 22 meters "Rep (1983)"	17°10'S 147°54'E
	Add	Depth 24 meters with legend "McDermott Bank"	17°15'S 147°52'E
604	(INT 604)	3Ed. 8/18/84 LAST NM 2/91	(1(70)91 Taunton) 8/91
	Add	Danger circle "Volcanic activity (1990)" (PA)	19°10'S 175°41'E
604	(INT 604)	3Ed. 8/18/84 LAST NM 8/91	(14(1033)91 Taunton) 21/91
	Add	Depth 8 fathoms "Rep (1991)"	10°04'S 161°58'E
604	(INT 604)	3Ed. 8/18/84 LAST NM 21/91	(15(1101)91 Taunton) 22/91
	Add	Depths 48 meters	12°34'S 168°11'E
		30 meters	12°06'S 171°50'E
		27 meters	12°11'S 171°54'E
		18 meters	12°40'S 172°15'E
		30 meters	12°29'S 172°47'E
604	(INT 604)	3Ed. 8/18/84 LAST NM 22/91	(20(247)91 Sydney) 31/91
	Delete	Depths 48 meters	17°18'S 150°00'E
		37 meters	17°38'S 150°11'E
	Add	Depths 24 meters	17°18'S 150°05'E
		25 meters	17°34'S 150°14'E
604	(INT 604)	3Ed. 8/18/84 LAST NM 31/91	(23(285)91 Sydney) 33/91
	Add	Danger circle "Reef Rep (1991)"	3°07'S 148°10'E
★**605**	(INT 605)	3Ed. 2/19/83 NEW EDITION	(DMAHTC; 10(72)83 Auckland) 17/83
	Delete	Depth 131 meters	21°16'S 175°40'W
	Substitute	Depths	
		36 meters for 90 meters "(1965)" (PA)	21°20'S 175°39'W
		90 meters for 179 meters "(1961)"	21°08'S 175°45'W
	Add	Depth 85 meters	21°15'S 175°42'W
605	(INT 605)	3Ed. 2/19/83 LAST NM 17/83	(17(1604)83 Hamburg) 36/83
	Add	Depth 48 meters "Rep (1983)"	32°28'S 179°06'W
605	(INT 605)	3Ed. 2/19/83 LAST NM 36/83	(24(157)83 Auckland) 38/83
	Substitute	Depth 132 meters for 150 meters	32°28'S 179°15'W
	Add	Depth 284 meters	27°51'S 177°37'W
		109 meters	28°41'S 177°45'W
		295 meters	32°10'S 179°04'W
605	(INT 605)	3Ed. 2/19/83 LAST NM 38/83	(30(2853)83 Hamburg) 39/83
	Add	Depth 57 meters "Rep (1983)"	33°03.5'S 179°25.0'W
605	(INT 605)	3Ed. 2/19/83 LAST NM 39/83	(32(202)83 Auckland) 40/83
	Delete	Depth 201 meters	32°24'S 179°03'W
	Add	Depth 196 meters	32°19'S 179°08'W
605	(INT 605)	3Ed. 2/19/83 LAST NM 40/83	(BA RA) 47/83
	Delete	R Bn (AERO)	8°30'S 179°13'E
★**605**	(INT 605)	3Ed. 2/19/83 LAST NM 47/83	(NVS7097/83) 48/83
	Delete	Depths 97 meters	21°25'S 175°42'W
		143 meters	21°23'S 175°30'W
		40 meters "(1965)"	21°40'S 175°10'W
		29 meters "(1965)"	21°45'S 175°10'W
605	(INT 605)	3Ed. 2/19/83 LAST NM 48/83	(39(3713)83 Hamburg) 49/83
	Add	Depth 30 meters "Rep (1983)"	28°31'S 177°36'W
605	(INT 605)	3Ed. 2/19/83 LAST NM 49/83	(10(697)83 Taunton) 50/83
	Substitute	Depth 18 meters "Rep (1983)" for 33 meters	18°17'S 179°51'E

605 (INT 605)	3Ed. 2/19/83 LAST NM 50/83		(42(272)83 Auckland) 51/83
Delete	Depth 75 meters "(1979)"		28°32′S 177°37′W
605 (INT 605)	3Ed. 2/19/83 LAST NM 51/83		(7(34)84 Brest) 21/84
Delete	Dangerous submerged rock		18°14′S 168°20′W
	Note: Legend remains		
	Depth 2963 meters		18°13′S 168°26′W
Add	Depth 9.5 meters		18°15′S 168°24′W
605 (INT 605)	3Ed. 2/19/83 LAST NM 21/84		(BA RA) 31/84
Add	R Bn (AERO)		18°14′S 178°10′E
605 (INT 605)	3Ed. 2/19/83 LAST NM 31/84		(21(135)84 Auckland) 32/84
Add	Depth 48 meters enclosed by depth contour (100-meter)		14°00′S 172°12′W
605 (INT 605)	3Ed. 2/19/83 LAST NM 32/84		(27(171)84 Auckland) 40/84
Add	Dotted line circle "Volcanic Island (1984)"		19°01.2′S 174°43.9′W
605 (INT 605)	3Ed. 2/19/83 LAST NM 40/84		(BA RA) 2/85
Delete	R Bn (AERO)		18°14′S 178°10′E
	(Supersedes 31/84-605)		
605 (INT 605)	3Ed. 2/19/83 LAST NM 2/85		(39(2549)84 Taunton) 10/85
Add	Depth 100 meters		18°21′S 174°13′W
605 (INT 605)	3Ed. 2/19/83 LAST NM 10/85		(39(2548, 2549)84 Taunton) 11/85
Add	Depths 86 meters		20°33′S 178°39′W
	82 meters		22°22′S 175°51′W
605 (INT 605)	3Ed. 2/19/83 LAST NM 11/85		(16(96)85 Auckland) 28/85
Change	Legend "Volcanic Island (1984)" to "Volcanic activity Rep (1984)"		19°01.2′S 174°43.9′W
	(See 40/84-605)		
605 (INT 605)	3Ed. 2/19/83 LAST NM 28/85		(17(1152)85 Taunton) 30/85
Delete	Danger circle "(1906)"		19°03′S 171°42′E
605 (INT 605)	3Ed. 2/19/83 LAST NM 30/85		(37(218)85 Auckland) 45/85
Delete	R Bn		36°26′S 175°47′E
605 (INT 605)	3Ed. 2/19/83 LAST NM 45/85		(40(2670)85 Taunton) 50/85
Add	Depth 35 meters "Rep (1985)"		17°01′S 177°42′W
605 (INT 605)	3Ed. 2/19/83 LAST NM 50/85		(HNNM7671/86; 39(228)85 Auckland) 6/86
Delete	Depths 548 meters		11°56.0′S 173°04.0′W
	42 meters (PA)		13°42.0′S 171°36.0′W
	31 meters "(1961)"		13°48.0′S 171°20.0′W
	33 meters "(1963)"		14°24.0′S 171°17.0′W
Substitute	Depth 315 meters for 713 meters		12°14.0′S 173°57.0′W
Add	Depths 379 meters		13°15.0′S 173°07.2′W
	819 meters		14°24.0′S 171°17.0′W
	180 meters "Rep (1984)"		25°26.0′S 176°15.0′W
	64 meters "Rep (1984)"		25°31.0′S 176°24.0′W
	310 meters "Rep (1982)"		28°36.0′S 177°46.0′W
	42 meters "Rep (1983)"		28°38.0′S 177°56.0′W
605 (INT 605)	3Ed. 2/19/83 LAST NM 6/86		(9(73)86 Auckland) 17/86
Delete	Depth 19 meters		37°36′S 178°52′E
Add	Depth 16 meters		37°34′S 178°53′E
605 (INT 605)	3Ed. 2/19/83 LAST NM 17/86		(BA LL) 23/86
Delete	Lights		23°41′S 178°54′W
			23°57′S 179°08′W
605 (INT 605)	3Ed. 2/19/83 LAST NM 23/86		(20(149)86 Auckland) 27/86
Delete	Depth 16 meters		37°34′S 178°53′E
	(See 17/86-605)		
Add	Depth 15 meters		37°34.3′S 178°52.8′E

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605 (INT 605)	3Ed. 2/19/83 LAST NM 27/86		(19(143)86 Auckland) 30/86
Delete	Depths 48 meters		14°00'S 172°12'W
	31 meters		12°34'S 174°22'W
	823 meters		12°28'S 174°15'W
Add	Depths 26 meters		12°32'S 174°19'W
	683 meters		13°14'S 172°28'W
	35 meters		14°02'S 172°10'W
605 (INT 605)	3Ed. 2/19/83 LAST NM 30/86		(MCNM7864/86) 1/87
Delete	Dangerous submerged rock and legend "Albert Meyer Rf PD (1911)"		20°53'S 172°19'W
605 (INT 605)	3Ed. 2/19/83 LAST NM 1/87		(MCNM7902/87) 10/87
Add	Dangerous submerged rock and legend "Albert Meyer Reef Rep (1911)" (PD) (Supersedes 1/87-605)		20°53'S 172°18'W
605 (INT 605)	3Ed. 2/19/83 LAST NM 10/87		(3(38)87 Auckland) 11/87
Add	Dotted-line circle with blue tint and legend "Volcanic Activity Rep (1986)"		24°58'S 175°52'W
605 (INT 605)	3Ed. 2/19/83 LAST NM 11/87		(NZ CH 4605) 16/87
Substitute	Depth 38 meters "(1970)" for 59 meters "(1970)"		21°49'S 175°52'W
605 (INT 605)	3Ed. 2/19/83 LAST NM 16/87		(14(109)87 Auckland) 27/87
Add	Depths 291 meters		26°06.2'S 179°25.0'W
	180 meters		26°10.7'S 179°28.5'W
605 (INT 605)	3Ed. 2/19/83 LAST NM 27/87		(BA CH 2283) 30/87
Add	Depth 75 meters "Rep (1968)"		25°56.5'S 179°16.5'W
605 (INT 605)	3Ed. 2/19/83 LAST NM 30/87		(Aus CH 4602) 36/87
Add	Lights		18°05'S 179°20'E
			17°40'S 179°05'E
			34°47'S 173°25'E
605 (INT 605)	3Ed. 2/19/83 LAST NM 36/87		(MCNM8064/88) 10/88
Add	Depth 185 meters "Rep (1977)" (PA)		16°17'S 173°51'W
605 (INT 605)	3Ed. 2/19/83 LAST NM 10/88		(11(88)88 Auckland) 24/88
Delete	Dotted-line circle, blue tint and legend "Volcanic Activity Rep (1986)"		24°58'S 175°52'W
Add	Dotted-line circle with blue tint and legend "Volcanic Activity Rep (1986)"		24°26'S 175°30'W
605 (INT 605)	3Ed. 2/19/83 LAST NM 24/88		(MCNM8016/87) 30/88
Delete	Depth 75 meters "(1972)"		21°05'S 175°34'W
605 (INT 605)	3Ed. 2/19/83 LAST NM 30/88		(32(200), 34(209)88 Auckland) 50/88
Delete	Depths 59 meters		17°35'S 174°09'W
	192 meters		22°20'S 171°46'E
Substitute	Depth 73 meters for 186 meters		19°14'S 174°18'W
Add	Depths 51 meters		17°32'S 174°09'W
	79 meters "Rep"		20°47'S 175°12'W
	315 meters "Rep"		21°36'S 175°14'W
	185 meters		22°21'S 171°41'E
605 (INT 605)	3Ed. 2/19/83 LAST NM 50/88		(47(284)88 Auckland) 10/89
Delete	Depths 117 meters "Rep (1944)"		25°54'S 177°13'W
	112 meters "Rep (1969)"		30°38'S 178°29'W
	Legend "Submarine Volcano (1979)"		26°00'S 177°06'W
Add	Depths 70 meters		25°53'S 177°09'W
	70 meters		30°42'S 178°29'W
	Legend "Volcanic Activity (1988)"		25°50'S 177°09'W
605 (INT 605)	3Ed. 2/19/83 LAST NM 10/89		(4(30)89 Auckland) 12/89
Delete	Depths 27 meters "Rep (1877)" (PA)		13°53'S 171°15'W
	44 meters (PA)		13°58'S 171°23'W
605 (INT 605)	3Ed. 2/19/83 LAST NM 12/89		(14(91)89 Auckland) 24/89
Delete	Depth 821 meters		29°30'S 178°11'W

(continued on next page)

605	(Continued)		24/89
	Add	Depths 31 meters "Rep (1983)"	29°17′S 178°05′W
		75 meters "Rep (1983)"	29°29′S 178°11′W
605	(INT 605)	3Ed. 2/19/83 LAST NM 24/89	(MCNM1087/89; 27(162)89 Auckland) 34/89
	Add	Depths 345 meters "Rep (1989)"	27°00′S 174°04′E
		517 meters "Rep (1989)"	25°05′S 179°08′W
605	(INT 605)	3Ed. 2/19/83 LAST NM 34/89	(MCNM1103/89) 38/89
	Add	Depths 508 meters	11°12′S 178°16′E
		722 meters	11°46′S 179°23′E
605	(INT 605)	3Ed. 2/19/83 LAST NM 38/89	(30(165), 31(168)90 Auckland) 39/90
	Substitute	Depth 25 meters for 29 meters	12°50′S 177°25′E
	Add	Legend "(PD)" to depth 404 meters	26°22′S 179°10′W
605	(INT 605)	3Ed. 2/19/83 LAST NM 39/90	(34(179)90 Auckland) 46/90
	Delete	Depth 128 meters	31°22′S 178°43′W
	Add	Depth 100 meters	31°22′S 178°45′W
605	(INT 605)	3Ed. 2/19/83 LAST NM 46/90	(1(70)91 Taunton) 8/91
	Add	Danger circle	
		"Volcanic activity (1990)" (PA)	19°10′S 175°41′E
605	(INT 605)	3Ed. 2/19/83 LAST NM 8/91	(1(20)91 Auckland) 18/91
	Change	Legend to "Volcanic Activity (1990)"	25°50′S 177°09′W
605	(INT 605)	3Ed. 2/19/83 LAST NM 18/91	(13(967)91 Taunton) 21/91
	Substitute	Depth 73 meters "Rep (1991)" for 168 meters	22°05′S 175°59′W
605	(INT 605)	3Ed. 2/19/83 LAST NM 21/91	(15(1101)91 Taunton) 22/91
	Add	Depths 30 meters	12°06′S 171°50′E
		27 meters	12°11′S 171°54′E
		18 meters	12°40′S 172°15′E
		30 meters	12°29′S 172°47′E
605	(INT 605)	3Ed. 2/19/83 LAST NM 22/91	(11(74)91 Auckland) 24/91
	Add	Legend "PA" to reef	20°02′S 167°47′W
605	(INT 605)	3Ed. 2/19/83 LAST NM 24/91	(14(92)91 Auckland) 28/91
	Delete	Depth 109 meters	28°41′S 177°45′W
	Add	Depth 88 meters	28°39′S 177°46′W
★606	(INT 606)	1Ed. 3/19/83 NEW CHART	(DMAHTC; US RA) 23/83
	Delete	R Bns (AERO)	16°35.5′S 143°39.5′W
			22°27.0′S 151°20.5′W
			23°22.5′S 149°28.0′W
★606	(INT 606)	1Ed. 3/19/83 LAST NM 23/83	(NVS7097/83) 48/83
	Delete	Depths 40 meters "(1965)"	21°40′S 175°09′W
		29 meters "(1965)"	21°44′S 175°10′W
606	(INT 606)	1Ed. 3/19/83 LAST NM 48/83	(7(34)84 Brest) 21/84
	Delete	Dangerous submerged rock	18°14′S 168°20′W
		Note: Legend remains	
		Depth 2963 meters	18°13′S 168°27′W
	Add	Depth 9.5 meters	18°15′S 168°24′W
606	(INT 606)	1Ed. 3/19/83 LAST NM 21/84	(27(171)84 Auckland) 40/84
	Add	Dotted line circle "Volcanic Island (1984)"	19°01.2′S 174°43.9′W
606	(INT 606)	1Ed. 3/19/83 LAST NM 40/84	(NVS7372/84) 2/85
	Add	Depth 341 meters	14°29′S 149°57′W
606	(INT 606)	1Ed. 3/19/83 LAST NM 2/85	(39(2549)84 Taunton) 10/85
	Add	Depth 100 meters	18°21′S 174°13′W
606	(INT 606)	1Ed. 3/19/83 LAST NM 10/85	(16(96)85 Auckland) 28/85
	Change	Legend "Volcanic Island (1984)" to "Volcanic activity Rep (1984)" (See 40/84-606)	19°01.2′S 174°43.9′W

606	(INT 606)	1Ed. 3/19/83 LAST NM 28/85	(HNNM7671/86) 6/86
	Delete	Depths 42 meters "(1981)"	13°44.0′S 171°36.0′W
		31 meters "(1961)"	13°49.0′S 171°20.0′W
		548 meters	11°56.0′S 173°04.0′W
	Substitute	Depths 315 meters for 713 meters	12°14.0′S 173°55.0′W
		819 meters for 33 meters (1963)	14°25.0′S 171°19.0′W
	Add	Depth 379 meters	13°15.0′S 173°07.0′W
606	(INT 606)	1Ed. 3/19/83 LAST NM 6/86	(19(143)86 Auckland) 30/86
	Delete	Depths 823 meters	12°28.0′S 174°15.0′W
		31 meters	12°33.0′S 174°23.0′W
	Add	Depths 26 meters	12°31.7′S 174°19.2′W
		683 meters	13°14.4′S 172°27.9′W
		35 meters	14°01.5′S 172°10.5′W
606	(INT 606)	1Ed. 3/19/83 LAST NM 30/86	(34(250)86 Auckland) 41/86
	Add	Depth 574 meters	20°10′S 158°38′W
606	(INT 606)	1Ed. 3/19/83 LAST NM 41/86	(37(265)86 Auckland) 45/86
	Add	Danger circle "Breakers (rep 1986)" (PA)	13°23′S 166°12′W
606	(INT 606)	1Ed. 3/19/83 LAST NM 45/86	(42(293)86 Auckland) 51/86
	Substitute	Depth 912 meters for 1167 meters	19°09′S 159°20′W
606	(INT 606)	1Ed. 3/19/83 LAST NM 51/86	(MCNM7864/86) 1/87
	Delete	Dangerous submerged rock and legend "Albert Meyer Rf PD (1911)"	20°53′S 172°19′W
606	(INT 606)	1Ed. 3/19/83 LAST NM 1/87	(MCNM7902/87) 10/87
	Add	Dangerous submerged rock and legend "Albert Meyer Reef Rep (1911)" (PD) (Supersedes 1/87-606)	20°53′S 172°18′W
606	(INT 606)	1Ed. 3/19/83 LAST NM 10/87	(MCNM8003/87) 48/87
	Add	Depth 553 meters	19°17′S 169°33′W
606	(INT 606)	1Ed. 3/19/83 LAST NM 48/87	(MCNM8064/88) 10/88
	Add	Depth 185 meters "Rep (1977)" (PA)	16°17′S 173°51′W
606	(INT 606)	1Ed. 3/19/83 LAST NM 10/88	(32(200, 202)88 Auckland) 50/88
	Delete	Depth 57 meters	17°37′S 174°12′W
	Substitute	Depths 73 meters for 186 meters	19°14′S 174°18′W
		450 meters "Rep (1988)" for 479 meters "(1965)"	16°14′S 147°05′W
	Add	Depths 51 meters	17°32′S 174°09′W
		79 meters "Rep (1988)"	20°47′S 175°12′W
		315 meters "Rep (1988)"	21°36′S 175°14′W
		91 meters	14°55′S 147°05′W
606	(INT 606)	1Ed. 3/19/83 LAST NM 50/88	(4(30)89 Auckland) 12/89
	Delete	Depths 71 meters "Rep"	13°27′S 172°52′W
		27 meters "Rep (1877)" (PA)	13°53′S 171°14′W
		44 meters "Rep (1981)"	14°00′S 171°18′W
606	(INT 606)	1Ed. 3/19/83 LAST NM 12/89	(42(87)88 Brest) 37/89
	Add	Light symbol	14°55′S 147°51′W
606	(INT 606)	1Ed. 3/19/83 LAST NM 37/89	(BA RA) 6/90
	Add	R Bn (AERO)	23°22.5′S 149°28.0′W
606	(INT 606)	1Ed. 3/19/83 LAST NM 6/90	(35(184)90 Auckland) 46/90
	Add	Legends	
		"(ED)" to dangerous submerged rock	21°54′S 159°48′W
		"(PD)" to danger circle	24°27′S 163°40′W
606	(INT 606)	1Ed. 3/19/83 LAST NM 46/90	(48(3461)90 Taunton) 4/91
	Add	Depth 340 meters	14°29′S 152°14′W
606	(INT 606)	1Ed. 3/19/83 LAST NM 4/91	(23(50)90 Brest) 8/91
	Substitute	Depth 272 meters for 1100 meters	16°32′S 152°31′W
	Add	Depth 626 meters	17°29′S 150°10′W

606	(INT 606) Add	1Ed. 3/19/83 LAST NM 8/91 Legend "PA" to reef	(11(74)91 Auckland) 24/91 20°02′S 167°47′W
★607	(INT 607) Add	1Ed. 12/11/76 NEW CHART Light flare symbol	(DMAHC; 45(2221)76 Taunton) 4/77 16°44.6′S 151°28.0′W
607	(INT 607) Add	1Ed. 12/11/76 LAST NM 4/77 R Bn (AERO)	(1(28)77 Taunton) 12/77 14°42′S 145°15′W
607	(INT 607) Add	1Ed. 12/11/76 LAST NM 12/77 R Bn (AERO)	(20(51)77 Brest) 29/77 14°26′S 146°04′W
607	(INT 607) Add	1Ed. 12/11/76 LAST NM 29/77 Light symbol	(3(43)78 Brest) 17/78 17°27.9′S 149°46.0′W
607	(INT 607) Add	1Ed. 12/11/76 LAST NM 17/78 Light symbol	(12(669)78 Taunton) 18/78 17°33′S 149°39′W
607	(INT 607) Substitute	1Ed. 12/11/76 LAST NM 18/78 Depth 9 meters for 11 meters	(BA CH 783) 52/78 18°10′S 141°57′W
607	(INT 607) Add	1Ed. 12/11/76 LAST NM 52/78 Depth 225 meters	(14(53)79 Brest) 23/79 21°34′S 139°10′W
607	(INT 607) Add	1Ed. 12/11/76 LAST NM 23/79 Depth 283 meters (PA)	(9(583)79 Taunton) 28/79 21°30′S 137°07′W
607	(INT 607) Change	1Ed. 12/11/76 LAST NM 28/79 Legend "Depths of 3 to 8 meters(1950)" to "Depths of 3 to 6 meters rep(1960)"	(Fr CH 6607 Print 1973) 2/80 8°02′S 138°35′W
607	(INT 607) Delete	1Ed. 12/11/76 LAST NM 2/80 Depths 870 meters (ED) 64 meters (ED)	(44(49)79 Brest) 9/80 8°40′S 139°39′W 8°50′S 139°11′W
607	(INT 607) Relocate	1Ed. 12/11/76 LAST NM 9/80 R Bn (AERO) close SE to	(Fr CH 6461) 40/80 23°07′S 134°53′W
607	(INT 607) Delete	1Ed. 12/11/76 LAST NM 40/80 Depth 550 meters (PA)	(4(47)81 Brest) 14/81 8°17′S 140°53′W
	Add	Depth 28 meters	8°20′S 140°56′W
607	(INT 607) Delete	1Ed. 12/11/76 LAST NM 14/81 Light	(BA LL) 23/81 17°33′S 149°39′W
607	(INT 607) Delete	1Ed. 12/11/76 LAST NM 23/81 Depths 283 meters (PA) 225 meters	(NVS6780/82) 43/82 21°30′S 137°07′W 21°34′S 139°10′W
	Add	Depth 225 meters	21°34′S 137°10′W
607	(INT 607) Add	1Ed. 12/11/76 LAST NM 43/82 Legend "(low and dangerous)" to I. Oeno	(BA CH 783) 9/83 23°57′S 130°45′W
607	(INT 607) Substitute	1Ed. 12/11/76 LAST NM 9/83 Depth 816 meters for 16 meters (1976)	(40(42)78 Brest) 15/83 27°28.0′S 144°35.5′E
607	(INT 607) Delete	1Ed 12/11/76 LAST NM 15/83 Depth 16 meters "(1976)" (Cancels 15/83-607)	(40(42)78 Brest) 17/83 27°28.0′S 144°35.5′W
607	(INT 607) Delete	1Ed. 12/11/76 LAST NM 17/83 R Bn (AERO)	(38(48)83 Brest) 51/83 20°46′S 138°34′W
607	(INT 607) Substitute	1Ed. 12/11/76 LAST NM 51/83 Depth 32 meters for 40 meters (ED)	(32(33)85 Brest) 50/85 9°20′S 140°00′W
607	(INT 607) Add	1Ed. 12/11/76 LAST NM 50/85 R Bn (AERO)	(4(304)87 Taunton) 13/87 15°49.0′S 140°53.0′W
607	(INT 607) Add	1Ed. 12/11/76 LAST NM 13/87 Depth 341 meters	(NVS7372/84) 24/88 14°29′S 149°57′W
607	(INT 607) Add	1Ed. 12/11/76 LAST NM 24/88 Depths 91 meters 450 meters "Rep"	(32(202)88 Auckland) 50/88 14°55′S 148°51′W 16°14′S 147°05′W

607	(INT 607) Delete	1Ed. 12/11/76 LAST NM 50/88 Depth 32 meters	(2(50)89 Brest) 18/89 9°20'S 140°00'W
607	(INT 607) Add	1Ed. 12/11/76 LAST NM 18/89 Light symbol	(42(87)88 Brest) 37/89 14°55'S 147°51'W
607	(INT 607) Delete	1Ed. 12/11/76 LAST NM 37/89 R Bn (AERO)	(37(35)89 Brest) 6/90 19°51'S 145°00'W
607	(INT 607) Delete	1Ed. 12/11/76 LAST NM 6/90 Depth 40 meters (1965)	(3(88)90 Brest) 21/90 9°03'S 140°40'W
	Add	Depth 40 meters enclosed by danger circle	9°08'S 140°38'W
607	(INT 607) Add	1Ed. 12/11/76 LAST NM 21/90 R Bn (AERO)	(10(45)90 Brest) 31/90 16°42.0'S 151°02.0'W 8°48.0'S 140°13.0'W 9°46.0'S 139°01.0'W 8°56.0'S 139°33.0'W
607	(INT 607) Delete	1Ed. 12/11/76 LAST NM 31/90 Depth 28 meters	(15(50)90 Brest) 41/90 8°20'S 140°56'W
	Add	Depths 267 meters 28 meters	9°10'S 140°35'W 8°20'S 140°51'W
607	(INT 607) Add	1Ed. 12/11/76 LAST NM 41/90 Depth 272 meters	(27(56)90 Brest) 43/90 16°32'S 152°31'W
607	(INT 607) Add	1Ed. 12/11/76 LAST NM 43/90 Danger circle with legend "Discol water (rep 1990)" (PA)	(38(2740)90 Taunton) 48/90 25°53'S 134°15'W
607	(INT 607) Add	1Ed. 12/11/76 LAST NM 48/90 Depth 340 meters	(48(3461)90 Taunton) 4/91 14°29'S 152°14'W
607	(INT 607) Substitute	1Ed. 12/11/76 LAST NM 4/91 Depth 11 meters for 14 meters	(35(43)90 Brest) 5/91 22°42'S 133°46'W
607	(INT 607) Delete	1Ed. 12/11/76 LAST NM 5/91 Blue tint area, islets (5), legend "Recif de la Minerve (Ebrill)", and limiting danger line in vicinity	(47(54)90 Brest) 17/91 22°39'S 133°30'W
	Add	Legend "Recif de la Minerve (Ebrill)"	22°44'S 133°46'W
607	(INT 607) Delete	1Ed. 12/11/76 LAST NM 17/91 Depth 3150 meters	(10(756)91 Taunton) 18/91 14°54'S 139°38'W
	Substitute	Depth 400 meters for 1550 meters	23°03'S 137°24'W
	Add	Depth 570 meters	14°43'S 139°51'W
★**608**	(INT 608)	1Ed. 1/13/79 NEW CHART	(DMAHTC) 13/79
608	(INT 608) Add	1Ed. 1/13/79 LAST NM 13/79 Depth 19.5 meters	(13(184)79 Valparaiso) 37/79 23°25'S 70°40'W
608	(INT 608) Add	1Ed. 1/13/79 LAST NM 37/79 Depth 8 meters "Rep (1980)"	(NVS6037/80) 8/80 20°15.2'S 70°15.1'W
608	(INT 608) Delete	1Ed. 1/13/79 LAST NM 8/80 Depth 19.5 meters (Supersedes 37/79-608)	(16(225)79 Valparaiso) 21/80 23°25'S 70°40'W
608	(INT 608) Add	1Ed. 1/13/79 LAST NM 21/80 Light symbol	(40(2163)80 Taunton) 51/80 9°29'S 78°22'W
608	(INT 608) Substitute	1Ed. 1/13/79 LAST NM 51/80 Depth 3950 meters for 39 meters and delete enclosing depth contour	(24(333)80 Valparaiso) 9/81 10°24'S 79°25'W
608	(INT 608) Substitute	1Ed. 1/13/79 LAST NM 9/81 Rock which does not cover (4.5) for dangerous rock	(4(39)81 Valparaiso) 18/81 29°38'S 87°25'W
		Rock which does not cover (3.5) for dangerous rock	32°05'S 83°16'W

(continued on next page)

608	(Continued) Add	Elevation "(12.2)" to islet	18/81 32°15′S 89°08′W
608	(INT 608) Delete	1Ed. 1/13/79 LAST NM 18/81 Depth 62 meters	(3(269)88 Taunton) 15/88 6°43.0′S 81°20.0′W
608	(INT 608) Delete	1Ed. 1/13/79 LAST NM 15/88 Depth 42 meters	(MCNM8141/88) 36/88 4°58.0′S 82°15.0′W
608	(INT 608) Delete	1Ed. 1/13/79 LAST NM 36/88 Depths 290 meters 250 meters	(34(35)88 Brest) 7/89 16°16′S 73°47′W 16°00′S 74°15′W
	Add	Depths 148 meters 130 meters 201 meters 293 meters 42 meters 13 meters 11 meters 174 meters 11 meters 33 meters	8°42′S 80°07′W 18°28′S 70°39′W 25°35′S 85°18′W 25°30′S 84°14′W 3°47′S 81°18′W 6°31′S 80°59′W 15°44′S 74°45′W 16°03′S 74°14′W 16°15′S 73°51′W 16°31′S 73°21′W
608	(INT 608) Add	1Ed. 1/13/79 LAST NM 7/89 Depth 293 meters	(MCNM1066/89) 27/89 21°30.0′S 81°37.0′W
608	(INT 608) Delete	1Ed. 1/13/79 LAST NM 27/89 Depth 270 meters and enclosing depth contour	(43(63)90 Brest) 22/91 1°37′S 88°10′W
★609	(INT 609) Add	1Ed. 1/20/79 NEW CHART Depths 137 meters in 57 meters 84 meters 61 meters 153 meters	(DMAHTC; Chile CH 56; BA CH 539) 19/79 56°39.0′S 67°17.0′W 56°19.0′S 68°20.0′W 56°24.0′S 68°58.0′W 56°52.0′S 68°48.0′W 56°00.0′S 71°35.0′W
★609	(INT 609) Delete	1Ed. 1/20/79 LAST NM 19/79 Depth 61 meters (See 19/79-609)	(Chile CH 56) 29/79 56°52.0′S 68°48.0′W
609	(INT 609) Substitute	1Ed. 1/20/79 LAST NM 29/79 Depth 33 meters for 45 meters	(19(112)79 Buenos Aires) 50/79 48°27.0′S 66°11.5′W
609	(INT 609) Delete	1Ed. 1/20/79 LAST NM 50/79 Islet and danger circle	(20(294)78 Valparaiso) 25/80 53°05.0′S 74°37.0′W
609	(INT 609) Delete	1Ed. 1/20/79 LAST NM 25/80 R Bn at light	(13(75)80 Buenos Aires) 35/80 45°01′S 65°37′W
609	(INT 609) Delete	1Ed. 1/20/79 LAST NM 35/80 Depths 134 meters	(11(137)81 Valparaiso) 47/81 56°51′S 67°38′W
	Add	Depth 106 meters	56°55′S 67°36′W
609	(INT 609) Delete	1Ed. 1/20/79 LAST NM 47/81 Depth 8½ meters	(6(94)83 Valparaiso) 41/83 52°32′S 68°30′W
609	(INT 609) Substitute	1Ed. 1/20/79 LAST NM 41/83 Depth 106 meters for 16 meters	(15(197)83 Valparaiso) 46/83 43°40′S 74°51′W
609	(INT 609) Add	1Ed. 1/20/79 LAST NM 46/83 Depth 91 meters	(27(1775)84 Taunton) 36/84 53°11.0′S 75°13.0′W
609	(INT 609) Delete	1Ed. 1/20/79 LAST NM 36/84 Depth 14 meters	(HNNM7501/85) 33/85 52°26′S 75°00′W
609	(INT 609) Delete	1Ed. 1/20/79 LAST NM 33/85 Depth 87 meters	(38(2539)85 Taunton) 47/85 55°52′S 68°42′W
	Add	Depths 46 meters 46 meters 27 meters 60 meters 64 meters	54°37.6′S 72°55.0′W 55°28.8′S 70°20.2′W 55°37.2′S 69°43.0′W 55°52.5′S 68°37.7′W 55°59.7′S 68°17.5′W
609	(INT 609) Substitute	1Ed. 1/20/79 LAST NM 47/85 Racon for R Bn at light	(7(86)86 Valparaiso) 27/86 43°36.0′S 74°48.0′W

609	(INT 609) 1Ed. 1/20/79 LAST NM 27/86		(16(1255)87 Taunton) 31/87
	Add	Depth 183 meters	51°36′S 75°53′W
609	(INT 609) 1Ed. 1/20/79 LAST NM 31/87		(MCNM8121/88) 32/88
	Add	Depths 83 meters "Rep (1988)"	56°02′S 69°03′W
		78 meters "Rep (1988)"	56°00′S 69°12′W
		78 meters "Rep (1988)"	55°52′S 69°49′W
		120 meters "Rep (1988)"	55°35′S 70°44′W
609	(INT 609) 1Ed. 1/20/79 LAST NM 32/88		(34(35)88 Brest) 7/89
	Add	Depth 706 meters	33°40′S 77°43′W
609	(INT 609) 1Ed. 1/20/79 LAST NM 7/89		(MCNM1066/89) 27/89
	Add	Depth 54 meters	55°55.0′S 68°59.0′W
609	(INT 609) 1Ed. 1/20/79 LAST NM 27/89		(MCNM1095/89) 36/89
	Add	Depth 708 meters	48°07′S 76°14′W
609	(INT 609) 1Ed. 1/20/79 LAST NM 36/89		(MCNM1095/89) 40/89
	Substitute	Depth 663 meters for 708 meters (Supersedes 36/89-609)	48°07.0′S 76°14.0′W
★**621**	4Ed. 9/22/84	NEW EDITION	(DMAHTC) 10/85
	Add	Depth 182 fathoms (Previously published 2/85)	14°29′S 149°57′W
621	4Ed. 9/22/84 LAST NM 10/85		(34(250)86 Auckland) 41/86
	Add	Depth 314 fathoms	20°10′S 158°38′W
621	4Ed. 9/22/84 LAST NM 41/86		(42(293)86 Auckland) 51/86
	Add	Depth 498 fathoms with legend "Eclipse Seamount"	19°09′S 159°20′W
621	4Ed. 9/22/84 LAST NM 51/86		(4(304)87 Taunton) 14/87
	Add	R Bn (AERO)	15°49′S 140°54′W
621	4Ed. 9/22/84 LAST NM 14/87		(BA CH 783) 40/87
	Add	R Bn (AERO)	16°42.0′S 151°01.0′W
621	4Ed. 9/22/84 LAST NM 40/87		(10(45)90 Brest) 31/90
	Add	R Bn (AERO)	8°48.0′S 140°13.0′W
			9°46.0′S 139°00.9′W
			8°56.0′S 139°33.0′W
621	4Ed. 9/22/84 LAST NM 31/90		(35(184)90 Auckland) 46/90
	Add	Legend "(ED)" to dangerous submerged rock	21°52′S 159°43′W
621	4Ed. 9/22/84 LAST NM 46/90		(38(2740)90 Taunton) 48/90
	Add	Danger circle with legend "Discol water (rep 1990)" (PA)	25°53′S 134°12′W
621	4Ed. 9/22/84 LAST NM 48/90		(48(3461)90 Taunton) 4/91
	Add	Depth 186 fathoms	14°29′S 152°14′W
621	4Ed. 9/22/84 LAST NM 4/91		(35(43)90 Brest) 5/91
	Substitute	Depth 5½ fathoms for 7½ fathoms	22°42′S 133°46′W
621	4Ed. 9/22/84 LAST NM 5/91		(1(71)91 Taunton) 8/91
	Add	Depth 214 fathoms (PA)	34°55′S 119°10′W
621	4Ed. 9/22/84 LAST NM 8/91		(47(54)90 Brest) 17/91
	Delete	Blue tint area, submerged rocks (3), legend "Minerva Rf", and limiting danger line in vicinity	22°42′S 133°30′W
	Add	Legend "Minerva Rf"	22°44′S 133°46′W
621	4Ed. 9/22/84 LAST NM 17/91		(10(756)91 Taunton) 18/91
	Substitute	Depth 219 fathoms for 847 fathoms	23°03′S 137°24′W
	Add	Depth 312 fathoms	14°43′S 139°51′W
★**622**	7Ed. 7/7/84	NEW EDITION	(DMAHTC) 40/84
	Add	R Bn (AERO) (Previously published 31/84)	18°14′S 178°10′E
	Delete	Depth 23 fathoms "Rep (1950)" (Previously published 35/84)	34°33′S 171°47′E

622	7Ed. 7/7/84 LAST NM 40/84		(BA CH 780) 44/84
	Add	Depth 22 fathoms "Rep (1982)"	13°15′S 173°42′E
622	7Ed. 7/7/84 LAST NM 44/84		
	Delete	R Bn (AERO) (See 40/84-622)	(BA RA) 2/85 18°14′S 178°10′E
622	7Ed. 7/7/84 LAST NM 2/85		
	Add	Depth 54 fathoms	(39(2549)84 Taunton) 10/85 18°21′S 174°13′W
622	7Ed. 7/7/84 LAST NM 10/85		
	Add	Depths 47 fathoms 45 fathoms	(39(2548, 2549)84 Taunton) 11/85 20°33′S 178°39′W 22°22′S 175°51′W
622	7Ed. 7/7/84 LAST NM 11/85		
	Delete	Dangerous submerged rock (PD)	(7(55)85 Brest) 18/85 20°49′S 166°20′E
622	7Ed. 7/7/84 LAST NM 18/85		
	Delete	Danger circle and legend "Discol'd water Rep (1944)"	(NVS7453/85) 21/85 17°23′S 171°35′E
	Add	Legend "(ED)" to depth 46 fathoms "Rep (1962)"	21°05′S 170°06′E
622	7Ed. 7/7/84 LAST NM 21/85		
	Delete	Danger circle and legend "Discol'd water"	(11(161)85 Sydney) 22/85 18°05′S 160°30′E
622	7Ed. 7/7/84 LAST NM 22/85		
	Add	Depth 16 fathoms	(5(62)85 Brest) 24/85 24°10′S 159°21′E
622	7Ed. 7/7/84 LAST NM 24/85		
	Delete	Depth 5 fathoms "Rep (1963)"	(28(157)85 Auckland) 33/85 45°16′S 171°25′E
622	7Ed. 7/7/84 LAST NM 33/85		
	Delete	R Bn	(37(218)85 Auckland) 44/85 36°27′S 175°45′E
622	7Ed. 7/7/84 LAST NM 44/85		
	Delete	Depth 315 fathoms	(40(2760)85 Taunton) 50/85 16°59′S 177°41′W
	Add	Depth 19 fathoms "Rep (1985)"	17°01′S 177°42′W
622	7Ed. 7/7/84 LAST NM 50/85		
	Substitute	Depth 47 fathoms for 51 fathoms	(41(619)85 Sydney) 2/86 36°40.0′S 156°12.3′E
622	7Ed. 7/7/84 LAST NM 2/86		
	Add	Depths 98 fathoms "Rep (1984)" 35 fathoms "Rep (1984)" 23 fathoms "Rep (1983)"	(39(228)85 Auckland) 6/86 25°26′S 176°15′W 25°31′S 176°24′W 28°38′S 177°56′W
622	7Ed. 7/7/84 LAST NM 6/86		
	Delete	Depths 10½ fathoms "Rep (1917)" 14 fathoms	(9(73)86 Auckland) 18/86 37°36′S 178°52′E 37°32′S 178°55′E
	Add	Depth 9 fathoms	37°34′S 178°53′E
622	7Ed. 7/7/84 LAST NM 18/86		(37(265)86 Auckland) 45/86
	Add	Danger circle "Breakers (rep 1986)" (PA)	13°23′S 166°12′W
622	7Ed. 7/7/84 LAST NM 45/86		
	Add	Depths 83 fathoms 17 fathoms	(39(276)86 Auckland) 47/86 43°35′S 176°11′W 44°04′S 176°04′W
622	7Ed. 7/7/84 LAST NM 47/86		
	Add	Depth 52 fathoms	(MCNM7848/86) 50/86 22°16′S 169°03′E
622	7Ed. 7/7/84 LAST NM 50/86		
	Change	Legend to "Reef Rep (1954)"	(MCNM7846/86) 52/86 0°52′S 175°25′W
	Add	Depth 12 fathoms "Rep (1986)"	1°46′S 174°39′W
622	7Ed. 7/7/84 LAST NM 52/86		(MCNM7864/86) 1/87
	Delete	Dangerous submerged rock and legend "Rep (1911) (PD)"	20°53′S 172°19′W
622	7Ed. 7/7/84 LAST NM 1/87		
	Add	Depth 11 fathoms	(45(3304)86 Taunton) 4/87 12°39′S 167°31′E
622	7Ed. 7/7/84 LAST NM 4/87		(47(649)86 Sydney) 5/87
	Add	Depth 151 fathoms	22°43′S 159°43′E

622	7Ed. 7/7/84 LAST NM 5/87		(48(663)86 Sydney) 6/87
	Add	Depth 19 fathoms "Rep (1986)"	32°00'S 166°55'E
622	7Ed. 7/7/84 LAST NM 6/87		(48(3522)86 Taunton) 8/87
	Delete	Danger circle "Sandbank" (PA)	20°34'S 159°35'E
		"New Shoal" (ED)	20°55'S 160°30'E
		Dangerous submerged rock "Bellona Shl" (PD)	20°52'S 159°45'E
622	7Ed. 7/7/84 LAST NM 8/87		(MCNM7902/87) 10/87
	Add	Dangerous submerged rock and legend "Albert Meyer Reef Rep (1911)" (PD) (Supersedes 1/87-622)	20°51'S 172°18'W
622	7Ed. 7/7/84 LAST NM 10/87		(3(38)87 Auckland) 11/87
	Add	Dashed-line circle with legend "Volcanic Activity Rep (1986)"	24°58'S 175°52'W
622	7Ed. 7/7/84 LAST NM 11/87		(3(43)87 Sydney) 14/87
	Add	Depth 59 fathoms "Rep (1986)"	29°40'S 167°52'E
622	7Ed. 7/7/84 LAST NM 14/87		(BA CH 4600) 22/87
	Add	Depths 95 fathoms	43°20'S 176°40'E
		108 fathoms	43°55'S 179°20'W
		99 fathoms	43°23'S 176°34'W
		88 fathoms	43°21'S 176°01'W
622	7Ed. 7/7/84 LAST NM 22/87		(14(109)87 Auckland) 27/87
	Add	Depth 98 fathoms	26°11'S 179°29'W
622	7Ed. 7/7/84 LAST NM 27/87		(19(138)87 Auckland) 29/87
	Delete	Depths 293 fathoms	38°15'S 168°42'E
		267 fathoms	38°49'S 168°05'E
	Add	Depths 218 fathoms	38°00'S 169°05'E
		167 fathoms	38°20'S 168°38'E
		220 fathoms	38°40'S 168°07'E
622	7Ed. 7/7/84 LAST NM 29/87		(24(294)87 Sydney) 41/87
	Add	Danger circle "Breakers Rep (1987)"	17°05.8'S 147°29.7'E
622	7Ed. 7/7/84 LAST NM 41/87		(28(336)87 Sydney) 42/87
	Add	Danger circle "Breakers Rep (1987)"	1°20'S 151°12'E
622	7Ed. 7/7/84 LAST NM 42/87		(30(361)87 Sydney) 43/87
	Delete	Depths 279 fathoms	12°33'S 166°26'E
		31 fathoms	12°45'S 166°35'E
		6 fathoms "Rep (1964)"	14°31'S 166°54'E
622	7Ed. 7/7/84 LAST NM 43/87		(34(2527)87 Taunton) 44/87
	Delete	Depth 5 fathoms "Rep (1961)"	12°25'S 167°19'E
	Add	Depth 22 fathoms	12°24'S 167°21'E
622	7Ed. 7/7/84 LAST NM 44/87		(35(248)87 Auckland) 47/87
	Add	Depth 237 fathoms	34°12'S 162°39'E
622	7Ed. 7/7/84 LAST NM 47/87		(MCNM8003/87) 48/87
	Add	Depth 292 fathoms	19°17'S 169°33'W
622	7Ed. 7/7/84 LAST NM 48/87		(41(3115)87 Taunton) 50/87
	Add	Legend "Shoaler depths may exist"	10°10'S 167°30'E
		Dangerous submerged rock	9°35'S 165°27'E
622	7Ed. 7/7/84 LAST NM 50/87		(MCNM8064/88) 10/88
	Add	Depth 99 fathoms "Rep (1977)" (PA)	16°17'S 173°51'W
622	7Ed. 7/7/84 LAST NM 10/88		(4(50)88 Auckland) 15/88
	Add	Depth 53 fathoms "Rep (1988)"	50°27'S 165°33'E
622	7Ed. 7/7/84 LAST NM 15/88		(MCNM8089/88) 19/88
	Add	Depths 350 fathoms	0°43'S 170°37'W
		200 fathoms	0°59'S 170°40'W
622	7Ed. 7/7/84 LAST NM 19/88		(53(46)87 Brest) 22/88
	Add	Buoys, each orange and white, conical	
		"ET 3"	1°57'N 165°02'E
		"ET 4"	1°52'S 164°53'E

622	7Ed. 7/7/84 LAST NM 22/88		(9(136)88 Sydney; 11(88)88 Auckland) 24/88
	Delete	Dashed-line circle with legend "Volcanic Activity Rep (1986)"	24°58′S 175°52′W
	Add	Dashed-line circle with legend "Volcanic Activity Rep (1986)"	24°26′S 175°30′W
		Legend "Reef reported to extend 1.5 miles E (1988)"	30°10′S 159°35′E
622	7Ed. 7/7/84 LAST NM 24/88		(16(118)88 Auckland) 29/88
	Add	Depth 65 fathoms	32°10′S 167°29′E
		Legends "ED" to depth 8¾ fathoms "Rep (1982)"	32°08′S 167°21′E
		"PD" to depth 19 fathoms "Rep (1986)"	32°00′S 166°55′E
622	7Ed. 7/7/84 LAST NM 29/88		(29(430)88 Sydney) 48/88
	Delete	Depth 105 fathoms	2°07′S 151°25′E
622	7Ed. 7/7/84 LAST NM 48/88		(MCNM1002/89; 7(542)87 Taunton) 4/89
	Delete	Depth 28 fathoms "Rep (1944)"	21°07′S 162°12′E
		Legend "Rep (1945)"	20°48′S 162°34′E
	Add	Legend "(PD)" to depth 30 fathoms "(1946)"	21°11′S 162°24′E
		Depths 27 fathoms	21°11′S 162°02′E
		27 fathoms	21°11′S 162°10′E
		23 fathoms	21°16′S 162°14′E
622	7Ed. 7/7/84 LAST NM 4/89		(45(630)88 Sydney) 5/89
	Substitute	Depth 348 fathoms for 412 fathoms	26°01′S 154°57′E
622	7Ed. 7/7/84 LAST NM 5/89		(47(285), 48(293), 49(299)88 Auckland) 10/89
	Delete	R Bn (AERO)	43°24′S 172°34′E
		Depth 64 fathoms	25°57′S 177°09′W
		Legend "Submarine Volcano (1979)"	26°01′S 176°15′W
		R Bn	46°10′S 166°40′E
	Substitute	Depth 38 fathoms for 61 fathoms "Rep (1976)"	30°42′S 178°29′W
	Add	Depth 38 fathoms	25°53′S 177°09′W
		Legend "Volcanic Activity (1988)"	26°06′S 177°10′W
622	7Ed. 7/7/84 LAST NM 10/89		(4(30)89 Auckland) 12/89
	Delete	Depths 18 fathoms "Rep (1963)"	14°25′N 171°20′W
		15 fathoms "Rep (1877)"	13°52′N 171°05′W
		Legend "Hertha"	13°40′N 170°45′W
622	7Ed. 7/7/84 LAST NM 12/89		(14(91)89 Auckland) 24/89
	Delete	Depth 609 fathoms	29°13′S 178°07′W
	Add	Depths 17 fathoms "Rep (1983)"	29°17′S 178°05′W
		41 fathoms "Rep (1983)"	29°28′S 178°11′W
622	7Ed. 7/7/84 LAST NM 24/89		(9(745)89 Taunton) 26/89
	Add	Danger circle "Breakers Rep (1989)"	1°45′N 152°02′E
622	7Ed. 7/7/84 LAST NM 26/89		(27(162)89 Auckland) 34/89
	Add	Depth 283 fathoms "Rep (1989)"	25°05′S 179°08′W
622	7Ed. 7/7/84 LAST NM 34/89		(MCNM1103/89) 38/89
	Substitute	Depth 271 fathoms for 330 fathoms	11°12′S 178°16′E
	Add	Depth 385 fathoms	11°46′S 179°23′E
622	7Ed. 7/7/84 LAST NM 38/89		(26(1967)89 Taunton) 39/89
	Substitute	Depth 1 fathom for 4 fathoms	15°55′S 166°06′E
	Add	Depth 141 fathoms	15°50′S 166°49′E
622	7Ed. 7/7/84 LAST NM 39/89		(26(60)89 Brest) 41/89
	Delete	Buoys "ET 3"	1°57′N 165°02′E
		"ET 4"	1°52′S 164°53′E

622	7Ed. 7/7/84 LAST NM 41/89		(42(53)89 Brest) 21/90
	Add	Depth 273 fathoms	24°55′S 168°21′E
622	7Ed. 7/7/84 LAST NM 21/90		(30(165), 31(168)90 Auckland) 39/90
	Substitute	Depth 13 fathoms for 16 fathoms	12°50′S 177°25′E
	Add	Legend "(PD)" to depth 221 fathoms	26°20′S 179°10′W
622	7Ed. 7/7/84 LAST NM 39/90		(27(55)90 Brest) 43/90
	Add	Depth 1½ fathoms enclosed by danger circle with legend "Reef" (PA)	19°31′S 161°20′E
622	7Ed. 7/7/84 LAST NM 43/90		(34(179), 35(184)90 Auckland) 46/90
	Add	Depth 54 fathoms	31°22′S 178°45′W
		Legend "(PD)" to danger circle	24°27′S 163°38′W
622	7Ed. 7/7/84 LAST NM 46/90		(1(70)91 Taunton) 8/91
	Add	Danger circle "Volcanic activity (1990)" (PA)	19°10′S 175°41′E
622	7Ed. 7/7/84 LAST NM 8/91		(1(20)91 Auckland) 18/91
	Change	Legend to "Volcanic Activity (1990)"	26°06′S 177°10′W
622	7Ed. 7/7/84 LAST NM 18/91		(13(967)91 Taunton) 21/91
	Add	Depth 40 fathoms "Rep (1991)"	22°05′S 175°59′W
622	7Ed. 7/7/84 LAST NM 21/91		(15(1101)91 Taunton) 22/91
	Add	Depths 26 fathoms	12°34′S 168°11′E
		16¼ fathoms	12°06′S 171°50′E
		14¾ fathoms	12°11′S 171°54′E
		9¾ fathoms	12°40′S 172°15′E
		16½ fathoms	12°29′S 172°47′E
622	7Ed. 7/7/84 LAST NM 22/91		(11(74)91 Auckland) 24/91
	Add	Legend "PA" to reef	20°02′S 167°47′W
622	7Ed. 7/7/84 LAST NM 24/91		(14(92)91 Auckland) 28/91
	Add	Depth 48 fathoms	28°39′S 177°46′W
622	7Ed. 7/7/84 LAST NM 28/91		(23(285)91 Sydney) 33/91
	Add	Danger circle "Reef Rep (1991)"	3°07′S 148°10′E
★623	7Ed. 6/8/85	NEW EDITION	(DMAHTC; BA CH 1024; 36(607)83 Sydney) 50/85
	Delete	Depth 3¾ fathoms "Rep (1985)" (Previously published 29/85)	34°30′S 121°01′E
	Substitute	Depth 278 fathoms for 330 fathoms "Rep (1964)" (Previously published 38/85)	4°51′S 118°25′E
	Add	Depths 226 fathoms	4°16′S 117°22′E
		13 fathoms "Rep (1984)" (PA)	0°05′N 106°20′E
		21 fathoms "Rep (1984)" (PA)	0°10′S 106°40′E
		20 fathoms "Rep (1984)" (PA)	0°51′S 107°26′E
		14 fathoms "Rep (1984)" (PA)	1°45′S 108°33′E
		(Previously published 38/85)	
	Substitute	Depth 8 fathoms "Rep (1981)" for 1¾ fathoms "Rep (1981)"	18°30′S 147°50′E
	Add	Legend "Rep (1983)" to depths	
		74 fathoms	3°41′S 144°20′E
		105 fathoms	3°35′S 144°17′E
		107 fathoms	3°37′S 144°05′E
623	7Ed. 6/8/85 LAST NM 50/85		(41(619)85 Sydney; 43(2865)85 Taunton) 2/86
	Substitute	Depth 47 fathoms for 51 fathoms	36°40′S 156°12′E
	Add	Depth 14 fathoms "Rep (1985)"	0°41′N 108°17′E
★623	7Ed. 6/8/85 LAST NM 2/86		(HNNM7680, 7682/86) 7/86
	Substitute	Depth 15 fathoms (PA) for 21 fathoms	0°22.1′S 106°23.1′E

(continued on next page)

★623 (Continued) 7/86

Add	Depths 380 fathoms	1°22.2′S 144°43.0′E
	295 fathoms (PA)	2°08.0′S 145°05.5′E
	19 fathoms (PA)	0°13.5′S 106°07.8′E
	18 fathoms (PA)	0°17.9′S 106°15.0′E
	18 fathoms (PA)	0°30.2′S 106°39.2′E
	18 fathoms (PA)	0°34.9′S 106°47.8′E
	19 fathoms (PA)	0°44.0′S 107°05.5′E
	20 fathoms (PA)	0°48.0′S 107°15.1′E

623 7Ed. 6/8/85 LAST NM 7/86 (Indo CH 104; 48(3203)85 Taunton) 11/86

Add	Danger circle "Obstr"	3°21′S 106°30′E
	Dangerous wreck "Rep (1978)"	2°26′S 106°52′E

623 7Ed. 6/8/85 LAST NM 11/86 (15(195)86 Jakarta) 30/86

Substitute	Depth 5 fathoms for 6 fathoms	8°35′S 114°38′E

623 7Ed. 6/8/85 LAST NM 30/86 (MCNM7808/86) 40/86

Add	Depth 373 fathoms (Rep)	9°29.0′S 110°33.4′E

623 7Ed. 6/8/85 LAST NM 40/86 (MCNM7897/87) 9/87

Substitute	Depth 5 fathoms for 6 fathoms	5°53′S 117°19′E
Add	Depths 7¼ fathoms	6°07′S 118°19′E
	8¾ fathoms	5°49′S 118°10′E
	7¼ fathoms	5°43′S 118°20′E
	9¼ fathoms	5°16′S 117°33′E
	19 fathoms	5°44′S 117°48′E
	8½ fathoms	5°32′S 117°39′E

623 7Ed. 6/8/85 LAST NM 9/87 (51(3770)86 Taunton) 10/87

Delete	R Bn (AERO)	6°00′S 106°50′E

623 7Ed. 6/8/85 LAST NM 10/87 (28(336)87 Sydney) 42/87

Add	Danger circle "Breakers Rep (1987)"	1°20′S 151°12′E

623 7Ed. 6/8/85 LAST NM 42/87 (29(430)88 Sydney) 48/88

Delete	Depth 105 fathoms	2°02′S 151°20′E

623 7Ed. 6/8/85 LAST NM 48/88 (38(523)88 Sydney) 53/88

Delete	Islets (2) and enclosing danger circle	2°15′S 146°00′E
Add	Danger circle "Reef"	2°09′S 145°55′E

623 7Ed. 6/8/85 LAST NM 53/88 (47(374, 376-384)88 Jakarta) 10/89

Add	R Bns	0°20′N 109°00′E
		5°42′S 106°43′E
		4°10′S 114°40′E
		6°25′S 110°55′E
		6°54′S 112°40′E
		8°50′S 115°11′E
		1°12′S 116°59′E
		0°50′S 131°12′E
		3°47′S 128°10′E
	Wreck "Rep (1988)"	7°20′S 114°47′E

623 7Ed. 6/8/85 LAST NM 10/89 (3(73, 74)89 Sydney) 16/89

Delete	R Bns	39°36′S 143°55′E
		35°46′S 136°33′E

623 7Ed. 6/8/85 LAST NM 16/89 (23(187-194)89 Jakarta) 33/89

Add	R Bns	1°53′N 125°05′E
		1°00′N 118°59′E
		2°29′S 108°50′E
		3°19′S 107°13′E
		3°32′S 118°57′E
		5°24′S 118°36′E
		7°47′S 109°38′E
		8°30′S 140°22′E

623 7Ed. 6/8/85 LAST NM 33/89 (MCNM7551/89) 52/89

Add	Depth 200 fathoms	8°30.5′S 127°27.0′E

623 7Ed. 6/8/85 LAST NM 52/89 (Indo CH 406) 31/90

Add	Depth 35 fathoms "Rep (1983)"	2°41.5′S 130°01.8′E

623 7Ed. 6/8/85 LAST NM 31/90 (22(302)90 Sydney) 36/90

Substitute	Depth 188 fathoms for 977 fathoms	24°26′S 155°17′E
Add	Depth 406 fathoms	24°57′S 155°02′E

623	7Ed. 6/8/85 LAST NM 36/90		(37(529)89, 24(341)90 Sydney) 38/90
	Delete	Depths 24 fathoms "Rep (1952)"	35°15'S 118°28'E
		71 fathoms	35°23'S 118°59'E
623	7Ed. 6/8/85 LAST NM 38/90		(30(420)90 Sydney) 45/90
	Add	Dotted-line circle "Reef Rep (1990)"	8°33'S 133°45'E
623	7Ed. 6/8/85 LAST NM 45/90		(24(294)87, 41(579)90 Sydney) 2/91
	Delete	Depth 12 fathoms "Rep (1983)"	17°13'S 147°52'E
	Add	Danger circle "Breakers Rep (1987)"	17°06'S 147°50'E
		Depth 13 fathoms	17°15'S 147°52'E
623	7Ed. 6/8/85 LAST NM 2/91		(7(113)91 Sydney) 21/91
	Delete	Dotted-line circle "Obstr Rep (1978)"	13°32'S 115°45'E
623	7Ed. 6/8/85 LAST NM 21/91		(23(285, 286)91 Sydney) 33/91
	Add	Danger circle "Reef Rep (1991)"	3°07'S 148°10'E
		Depth 10 fathoms "Rep (1991)"	10°43'S 125°56'E
★**624**	3Ed. 3/21/81	NEW EDITION	(DMAHTC) 20/81
624	3Ed. 3/21/81 LAST NM 20/81		(25(145)81 Auckland) 32/81
	Add	Depth 128 fathoms	51°01'S 167°23'E
624	3Ed. 3/21/81 LAST NM 32/81		(30(192)83 Auckland) 39/83
	Delete	Depths 52 fathoms "Rep (1963)"	44°15'S 175°56'E
		80 fathoms	44°32'S 176°12'E
	Add	Depth 54 fathoms	44°25'S 176°02'E
624	3Ed. 3/21/81 LAST NM 39/83		(NZ CH 4600) 3/84
	Add	R Bns (AERO)	41°46.0'S 171°35.0'E
			42°44.0'S 170°56.0'E
		Depth 14 fathoms	50°31.0'S 166°36.0'E
624	3Ed. 3/21/81 LAST NM 3/84		(28(157)85 Auckland) 33/85
	Delete	Depth 5 fathoms "Rep (1963)"	45°21'S 171°25'E
624	3Ed. 3/21/81 LAST NM 33/85		(HNNM7595/85) 44/85
	Add	Depth 10 fathoms	46°43.5'S 168°47.0'E
624	3Ed. 3/21/81 LAST NM 44/85		(BA CH 3173) 15/86
	Add	Depth 10 fathoms	71°12'S 170°03'E
624	3Ed. 3/21/81 LAST NM 15/86		(39(276)86 Auckland) 47/86
	Add	Depths 83 fathoms	43°35'S 176°11'W
		16 fathoms	44°07'S 176°02'W
624	3Ed. 3/21/81 LAST NM 47/86		(BA CH 4600) 22/87
	Add	Light symbols	43°50'S 176°53'W
			43°43'S 176°14'W
			43°36'S 169°34'E
			44°13'S 176°13'W
		R Bn (AERO)	41°20'S 174°49'E
624	3Ed. 3/21/81 LAST NM 22/87		(BA CH 788; 4(50)88 Auckland) 15/88
	Add	Depths 84 fathoms	56°09'S 158°31'E
		53 fathoms "Rep (1988)"	50°27'S 165°33'E
624	3Ed. 3/21/81 LAST NM 15/88		(33(207)88 Auckland) 50/88
	Add	Depths 164 fathoms	43°33'S 177°33'W
		148 fathoms	43°40'S 175°50'W
624	3Ed. 3/21/81 LAST NM 50/88		(48(293), 49(299)88 Auckland) 10/89
	Delete	R Bn	46°10'S 166°40'E
		R Bn (AERO)	43°28'S 172°34'E
624	3Ed. 3/21/81 LAST NM 10/89		(35(207)89 Auckland) 47/89
	Add	Depth 210 fathoms	48°49'S 164°45'E

624	3Ed. 3/21/81 LAST NM 47/89		(MCNM1082/91) 14/91
	Add	Depths 385 fathoms (PA)	67°45.2′S 167°04.6′E
		290 fathoms (PA)	67°43.6′S 166°56.3′E
		280 fathoms (PA)	67°36.4′S 166°47.1′E
		390 fathoms (PA)	67°30.8′S 166°41.5′E
625	3Ed. 2/18/84	NEW EDITION	(DMAHTC) 15/84
625	3Ed. 2/18/84 LAST NM 15/84		(HNNM7479/85) 28/85
	Substitute	Depth 180 fathoms for 80 fathoms	65°28′S 68°25′W
★625	3Ed. 2/18/84 LAST NM 28/85		(HNNM7501/85) 30/85
	Delete	Depth 4 fathoms 3 feet	35°17′S 72°42′W
	Add	Depths 7 fathoms 5 feet (ED)	35°10.3′S 72°44.7′W
		7 fathoms (ED)	35°17.2′S 72°47.8′W
625	3Ed. 2/18/84 LAST NM 30/85		(HNNM7501/85) 33/85
	Delete	Depth 7 fathoms	52°28′S 75°02′W
625	3Ed. 2/18/84 LAST NM 33/85		(1(6)86 Buenos Aires) 17/86
	Substitute	Depth 209 fathoms for 222 fathoms "Rep (1970)"	65°28′05″S 90°32′00″W
	Add	Depth 252 fathoms	65°20′05″S 90°23′00″W
625	3Ed. 2/18/84 LAST NM 17/86		(1(71)91 Taunton) 8/91
	Add	Depth 214 fathoms (PA)	34°55′S 119°10′W
625	3Ed. 2/18/84 LAST NM 8/91		(Arg CH 94) 28/91
	Add	Depth 1 fathom	67°13′S 69°08′W
★632	7Ed. 4/13/85	NEW EDITION	(DMAHTC; 43(3770)80 Hamburg) 26/85
	Add	R Bn (AERO) (PA) (Previously published 17/85)	10°25.9′S 105°44.1′E
	Add	Legend "Rep (1980)" to depth 7 fathoms 2 feet	5°58′N 94°50′E
632	7Ed. 4/13/85 LAST NM 26/85		(HNNM7490/85) 28/85
	Add	Depth 6 fathoms 5 feet	5°22′S 117°41′E
632	7Ed. 4/13/85 LAST NM 28/85		(49(439)85 Jakarta) 31/85
	Add	Light symbol	1°10′S 119°21′E
632	7Ed. 4/13/85 LAST NM 31/85		(HNNM7516/85) 32/85
	Add	Depth 122 fathoms "Rep (1984)"	5°47.3′N 119°51.5′E
632	7Ed. 4/13/85 LAST NM 32/85		(24(1610)85 Taunton) 33/85
	Delete	Depth 470 fathoms	8°20′N 109°51′E
	Add	Depth 10 fathoms 5 feet	8°06′N 104°44′E
		5 fathoms 3 feet	5°59′N 105°56′E
		18 fathoms	6°06′N 107°19′E
		13 fathoms	7°43′N 106°30′E
		24 fathoms	6°10′N 108°06′E
		22 fathoms	6°23′N 108°18′E
		7 fathoms 3 feet	7°23′N 109°00′E
		37 fathoms	8°10′N 108°51′E
		53 fathoms	8°21′N 109°53′E
		9 fathoms 4 feet	7°16′N 109°42′E
		19 fathoms	5°37′N 110°02′E
		40 fathoms	5°33′N 110°27′E
632	7Ed. 4/13/85 LAST NM 33/85		(28(1848)85 Taunton) 35/85
	Add	Light flare symbol	5°49′S 105°24′E
632	7Ed. 4/13/85 LAST NM 35/85		(29(1905)85 Taunton) 36/85
	Add	Depths 17 fathoms	8°49.4′N 108°26.0′E
		18 fathoms	8°46.5′N 108°17.6′E
		15 fathoms	8°39.0′N 108°05.4′E
		17 fathoms	8°35.2′N 108°13.1′E
		14 fathoms	8°28.9′N 107°50.0′E
		13 fathoms	8°20.7′N 107°35.0′E
		16 fathoms	8°14.2′N 107°49.1′E
		9 fathoms 5 feet	8°19.7′N 106°34.7′E

632	7Ed. 4/13/85 LAST NM 36/85		(HNNM7559/85) 38/85
	Add	Depth 278 fathoms	4°50.7'S 118°25.1'E
		226 fathoms	4°16.2'S 117°22.5'E
		143 fathoms	5°03.8'S 118°07.5'E
		13 fathoms "Rep (1984)" (PA)	0°04.5'N 106°20.0'E
		21 fathoms "Rep (1984)" (PA)	0°05.5'S 106°30.5'E
		21 fathoms "Rep (1984)" (PA)	0°10.0'S 106°40.0'E
		20 fathoms "Rep (1984)" (PA)	0°21.5'S 106°50.0'E
		14 fathoms "Rep (1984)" (PA)	1°45.0'S 108°33.0'E
		119 fathoms "Rep (1984)" (PA)	8°55.0'S 115°40.0'E
		310 fathoms "Rep (1984)" (PA)	9°02.0'S 115°52.0'E
632	7Ed. 4/13/85 LAST NM 38/85		(HNNM7654/85; 43(2865)85 Taunton) 2/86
	Substitute	Depth 18 fathoms (PA) for 25 fathoms "Rep 1985" (PA)	5°47.0'N 107°30.0'E
	Add	Depth 14 fathoms "Rep (1985)"	0°41'N 108°17'E
632	7Ed. 4/13/85 LAST NM 2/86		(45(478)85 Jakarta; HNNM7680/86) 7/86
	Substitute	Depth 17 fathoms (PA) for 22 fathoms	0°19.1'S 106°18.1'E
	Add	Light	3°59.0'S 123°01.0'E
		Depths 19 fathoms (PA)	0°13.5'S 106°07.8'E
		18 fathoms (PA)	0°17.9'S 106°15.0'E
		15 fathoms (PA)	0°22.1'S 106°23.1'E
		16 fathoms	0°25.0'S 106°28.9'E
		18 fathoms (PA)	0°30.2'S 106°39.2'E
		18 fathoms (PA)	0°34.9'S 106°47.8'E
		19 fathoms (PA)	0°44.0'S 107°05.5'E
		20 fathoms (PA)	0°48.0'S 107°15.1'E
		18 fathoms (PA)	0°51.5'S 107°20.0'E
		16 fathoms	0°55.2'S 107°24.8'E
632	7Ed. 4/13/85 LAST NM 7/86		(HNNM 7690/86) 9/86
	Add	Depth 15 fathoms "Rep (1983)" (PA)	5°10'S 116°39'E
632	7Ed. 4/13/85 LAST NM 9/86		(Indo CH 104) 11/86
	Add	Dangerous wreck "Rep (1978)"	2°25'S 106°52'E
632	7Ed. 4/13/85 LAST NM 11/86		(3(232)86 Taunton) 12/86
	Add	Depth 11 fathoms Wk (unsurveyed)	2°16'N 104°56'E
632	7Ed. 4/13/85 LAST NM 12/86		(Thai CH 206; 3(241)86 Taunton; 10/86 Malaysia) 16/86
	Delete	Light symbol	2°15.0'N 103°59.0'E
	Add	Depth 10 fathoms 2 feet	7°30.0'N 100°53.0'E
		Light symbol	2°21.3'N 125°17.8'E
632	7Ed. 4/13/85 LAST NM 16/86		(5(367)86 Taunton) 17/86
	Add	Light symbol	3°36'N 125°30'E
632	7Ed. 4/13/85 LAST NM 17/86		(BA CH 967) 19/85
	Add	Depths 70 fathoms	7°36'N 116°36'E
		20 fathoms "Rep (1962)"	7°12'N 116°22'E
		13 fathoms "Rep (1965)"	8°13'N 116°36'E
	Delete	Depth 5 fathoms 3 feet (See 33/85-632)	5°59'N 105°56'E
632	7Ed. 4/13/85 LAST NM 19/86		(MCNM7755/86) 20/86
	Add	Depths 69 fathoms	4°59.0'N 113°13.4'E
		147 fathoms	5°02.0'N 113°16.7'E
632	7Ed. 4/13/85 LAST NM 20/86		(16(1189)86 Taunton) 23/86
	Add	Light symbol	5°27'S 105°19'E
632	7Ed. 4/13/85 LAST NM 23/86		(DMAHTC; 18(1340)86 Taunton) 28/86
	Delete	R Bns (AERO)	0°29'S 104°34'E
			6°11'N 116°11'E
632	7Ed. 4/13/85 LAST NM 28/86		(22(1594)86 Taunton) 29/86
	Add	Light	8°52.5'S 116°35.5'E
632	7Ed. 4/13/85 LAST NM 29/86		(15(195)86 Jakarta) 30/86
	Substitute	Depth 5 fathoms for 6 fathoms	8°32'S 114°39'E

632	7Ed. 4/13/85 LAST NM 30/86		(25)308-310, 312)86 Jakarta) 36/86
	Add	Light symbols	10°29'S 121°50'E
			10°26'S 121°53'E
			10°44'S 123°03'E
			10°10'S 123°34'E
632	7Ed. 4/13/85 LAST NM 36/86		(41(2991)86 Taunton) 49/86
	Add	Depth 18 fathoms	3°45'N 95°59'E
632	7Ed. 4/13/85 LAST NM 49/86		(47(541)86 Jakarta) 7/87
	Add	Light symbol	5°08.0'S 106°08.0'E
632	7Ed. 4/13/85 LAST NM 7/87		(MCNM7895/87) 8/87
	Add	Depths 301 fathoms (PA)	6°35'N 96°05'E
		328 fathoms (PA)	6°35'N 96°18'E
632	7Ed. 4/13/85 LAST NM 8/87		(MCNM7897/87) 9/87
	Add	Depths 7 fathoms 2 feet	6°07'S 118°19'E
		5 fathoms 3 feet	5°53'S 118°32'E
		8 fathoms 4 feet	5°49'S 118°10'E
		9 fathoms 2 feet	5°16'S 117°33'E
		19 fathoms	5°44'S 117°48'E
		14 fathoms	5°43'S 117°28'E
		19 fathoms	5°42'S 117°36'E
		5 fathoms	5°54'S 117°19'E
632	7Ed. 4/13/85 LAST NM 9/87		(51(3770)86 Taunton) 10/87
	Delete	R Bn (AERO) at light	5°57'S 106°52'E
632	7Ed. 4/13/85 LAST NM 10/87		(2(38)87 Sydney) 11/87
	Delete	Light symbol	10°33'S 105°41'E
632	7Ed. 4/13/85 LAST NM 11/87		(47(373, 374, 376, 377, 379-382)88 Jakarta) 10/89
	Add	R Bns	0°20'N 108°58'E
			1°12'S 116°57'E
			5°54'N 95°19'E
			8°50'S 115°11'E
		R Bns at light	5°42'S 106°44'E
			4°10'S 114°39'E
			6°55'S 112°44'E
		Wreck "Rep (1988)"	7°20'S 114°47'E
632	7Ed. 4/13/85 LAST NM 10/89		(19(160)89 Jakarta) 29/89
	Add	Light flare symbol at R Bn (See 10/89-632)	1°12'S 116°57'E
632	7Ed. 4/13/85 LAST NM 29/89		(23(187-193)89 Jakarta) 33/89
	Add	R Bn at lights	2°28.0'S 108°51.0'E
			3°19.0'S 107°14.1'E
			1°00.0'N 118°59.0'E
			3°34.0'S 118°56.0'E
			5°24.0'S 118°26.0'E
			1°53.0'N 125°05.0'E
		R Bn	7°47.0'S 109°38.1'E
632	7Ed. 4/13/85 LAST NM 33/89		(MCNM1090/89) 35/89
	Add	Depth 328 fathoms	2°50.5'N 125°03.6'E
632	7Ed. 4/13/85 LAST NM 35/89		(MCNM7551/89) 52/89
	Add	Depth 200 fathoms	8°30.5'S 127°27.0'E
632	7Ed. 4/13/85 LAST NM 52/89		(1(1)90 Jakarta) 11/90
	Add	Light flare symbol	5°30.4'N 95°10.0'E
632	7Ed. 4/13/85 LAST NM 11/90		(3(23)90 Jakarta) 22/90
	Add	Light	8°19.3'S 125°07.0'E
632	7Ed. 4/13/85 LAST NM 22/90		(38(2725)90 Taunton) 3/91
	Add	Depth 11 fathoms Wk	5°26'N 107°35'E
632	7Ed. 4/13/85 LAST NM 3/91		(33(215), 34(224), 36(236, 237)90 Jakarta) 4/91
	Add	Light symbols	3°44'N 96°36'E
			0°51'S 117°18'E
			5°42'S 119°46'E
			5°24'S 117°56'E

632	7Ed. 4/13/85 LAST NM 4/91			(43(3092)90 Taunton; 36(49)90 Brest) 6/91
	Add	Depths 16 fathoms		7°15.0'N 103°04.0'E
		47 fathoms "Rep (1990)"		8°31.6'N 97°27.0'E
632	7Ed. 4/13/85 LAST NM 6/91			(MCNM1079/91) 13/91
	Add	Depth 233 fathoms "Rep (1990)"		8°16.0'N 109°38.0'E
		141 Fathoms "Rep (1990)"		6°00.0'S 125°03.8'E
632	7Ed. 4/13/85 LAST NM 13/91			(23(286)91 Sydney) 33/91
	Add	Depth 10 fathoms 1 foot "Rep (1991)"		10°43'S 125°56'E

★700	(INT 700)	3Ed. 6/11/83	NEW EDITION	(DMAHTC; US RA; BA CH 4700; 9(101)79 Cape Town) 35/83
	Delete	R Bns (AERO)		23°52'S 35°25'E
				21°12'S 48°20'E
	Substitute	Depth 18 meters for 15 meters		33°12'S 43°55'E
	Change	Line 8 of Omega note in upper left margin of chart to "1. All users are cautioned that the Omega Navigation System is in an implementation stage. Station"		
	Add	Note 2 to Omega note in upper left margin of chart "2. Rate lines shown dashed may be unreliable."		
		Light symbol and R Bn		33°12'S 43°55'E
700	(INT 700)	3Ed. 6/11/83 LAST NM 35/83		(US RA) 37/83
	Delete	Light symbol and R Bn		33°12'S 43°55'E
	Add	Light symbol and R Bn (See 35/83-700)		30°28'S 30°38'E
700	(INT 700)	3Ed. 6/11/83 LAST NM 37/83		(33(2146)83 Taunton) 41/83
	Add	Depth 597 meters "Rep"		26°53'S 45°59'E
700	(INT 700)	3Ed. 6/11/83 LAST NM 41/83		(36(2358)84 Taunton) 42/84
	Add	Depth 192 meters		28°40'S 32°40'E
700	(INT 700)	3Ed. 6/11/83 LAST NM 42/84		(8(544)85 Taunton) 16/85
	Substitute	Depth 15 meters for 18 meters		33°12.5'S 43°55.0'E
	Add	Legend "(Breaks)"		33°17.5'S 44°16.0'E
700	(INT 700)	3Ed. 6/11/83 LAST NM 16/85		(7(59)85 Cape Town) 38/85
	Add	Light symbol and R Bn		28°09'S 32°33'E
700	(INT 700)	3Ed. 6/11/83 LAST NM 38/85		(9(82)85 Cape Town) 17/86
	Add	Depths 128 meters		21°49'S 35°38'E
		102 meters		22°20'S 35°42'E
700	(INT 700)	3Ed. 6/11/83 LAST NM 17/86		(BA CH 2088) 24/86
	Add	Depth 201 meters		28°45'S 32°34'E
700	(INT 700)	3Ed. 6/11/83 LAST NM 24/86		(10(744)86 Taunton; 16(58)86 Brest) 25/86
	Delete	Depth 155 meters (PA)		35°54'S 53°05'E
	Add	Depth 140 meters		35°57.4'S 53°14.5'E
700	(INT 700)	3Ed. 6/11/83 LAST NM 25/86		(6(57)86 Cape Town) 35/86
	Add	Light symbol and R Bn with legend ' Jesser Pt"		27°32.7'S 32°40.0'E
700	(INT 700)	3Ed. 6/11/83 LAST NM 35/86		(3(235)88 Taunton) 13/88
	Add	Depth 29 meters (ED)		24°51'S 35°44'E
700	(INT 700)	3Ed. 6/11/83 LAST NM 13/88		(46(3437)88 Taunton) 4/89
	Add	R Bn (AERO)		20°17'S 57°22'E

★701	(INT 701)	2Ed. 1/14/84	NEW EDITION	(DMAHTC; US RA) 13/84
	Delete	Omega note "1. All users...propagation paths." centered		3°25'S 35°00'E
		Legend "AERO R Bn"		14°10'S 49°50'E

(continued on next page)

★701	(Continued) Delete	R Bns (AERO)	13/84 13°20′S 48°22′E 17°48′S 36°51′E 5°16′S 39°50′E
701	(INT 701) Add	2Ed. 1/14/84 LAST NM 13/84 Depths 121 meters (PA) 349 meters 33 meters "Rep (1980)"	(36(2359, 2363), 38(2458)84 Taunton) 43/84 25°30.0′S 47°22.5′E 26°26.0′S 34°21.0′E 25°04.0′S 35°17.0′E
701	(INT 701) Delete	2Ed. 1/14/84 LAST NM 43/84 Depth 14 meters	(NVS7344/84) 45/84 2°23.0′S 41°13.0′E
701	(INT 701) Delete	2Ed. 1/14/84 LAST NM 45/84 R Bn (AERO)	(DMAHTC) 29/85 4°04′S 39°36′E
701	(INT 701) Add	2Ed. 1/14/84 LAST NM 29/85 Depths 128 meters 102 meters	(9(82)85 Cape Town) 17/86 21°49′S 35°38′E 22°20′S 35°42′E
701	(INT 701) Add	2Ed. 1/14/84 LAST NM 17/86 Light flare symbol to light star R Bn (AERO) at light Depths 14 meters 15 meters 8 meters	(BA CH 4701) 52/86 11°01′S 40°44′E 3°13′S 40°07′E 4°50′S 53°19′E 12°14′S 41°25′E 14°56′S 46°51′E
701	(INT 701) Delete	2Ed. 1/14/84 LAST NM 52/86 R Bn (AERO)	(6(1226)87 Taunton) 26/87 14°33′S 40°43′E
701	(INT 701) Add	2Ed. 1/14/84 LAST NM 26/87 Depth 24 meters	(44(3334)87 Taunton) 52/87 12°12′S 47°57′E
701	(INT 701) Add	2Ed. 1/14/84 LAST NM 52/87 Depth 29 meters (ED)	(3(235)88 Taunton) 13/88 24°51′S 35°44′E
701	(INT 701) Add	2Ed. 1/14/84 LAST NM 13/88 Depth 201 meters	(9(38)90 Brest) 34/90 8°39′S 51°36′E
★702	(INT 702) Delete	3Ed. 1/21/84 NEW EDITION Omega note "1. All users... propagation paths." centered	(DMAHTC; 42(2552)82 Taunton) 11/84 20°30′S 46°30′E
	Add	R Bn (AERO) at light	22°07.0′S 48°02.0′E
★702	(INT 702) Add	3Ed. 1/21/84 LAST NM 11/84 Depths 20 meters "Rep (1985)" 234 meters "Rep (1983)" (PA) 354 meters "Rep (1983)" (PA) 360 meters "Rep (1984)" (PA) 487 meters "Rep (1983)" (PA) 356 meters "Rep (1983)" (PA)	(NVS7458/85; 11(766)85 Taunton) 22/85 6°27.0′S 58°10.0′E 7°51.6′S 71°24.8′E 7°53.0′S 71°29.3′E 7°56.1′S 71°28.1′E 7°57.5′S 71°05.1′E 8°00.7′S 70°55.2′E
702	(INT 702) Add	3Ed. 1/21/84 LAST NM 22/85 Depth 41 meters "Rep (1985)"	(30(1983)85 Taunton) 37/85 19°42′S 64°22′E
702	(INT 702) Add	3Ed. 1/21/84 LAST NM 37/85 Depths 22 meters "Rep (1985)" 37 meters with legend "Correira Bank"	(30(1984)85 Taunton) 38/85 6°26′S 58°31′E 6°29′S 57°10′E
★702	(INT 702) Add	3Ed. 1/21/84 LAST NM 38/85 Depth 549 meters "Rep (1977)" (PA)	(MCNM7777/86) 27/86 8°07′S 59°52′E
702	(INT 702) Add	3Ed. 1/21/84 LAST NM 27/86 Depth 8 meters	(BA CH 4701) 52/86 14°56′S 46°51′E
702	(INT 702) Add	3Ed. 1/21/84 LAST NM 52/86 Depth 24 meters	(44(3334)87 Taunton) 52/87 12°12′S 47°57′E
702	(INT 702) Add	3Ed. 1/21/84 LAST NM 52/87 Depth 49 meters	(28(2125)88 Taunton) 37/88 6°43′S 56°32′E
702	(INT 702) Delete	3Ed. 1/21/84 LAST NM 37/88 Depth 19 meters	(32(2446)88 Taunton) 41/88 7°27′S 56°56′E
	Add	Depth 4 meters	7°26′S 56°52′E

702	(INT 702)	3Ed. 1/21/84 LAST NM 41/88	(41(30/58)88 Taunton) 52/88
	Delete	Depths 27 meters	5°41'S 56°32'E
		20 meters	5°57'S 56°17'E
		18 meters	6°22'S 56°19'E
	Add	Depths 6 meters	5°21'S 57°03'E
		15 meters	5°37'S 56°56'E
		20 meters	5°39'S 56°28'E
		18 meters	5°52'S 56°20'E
		10 meters	6°14'S 56°23'E
		10 meters	6°20'S 56°04'E
		10 meters	6°25'S 56°21'E
702	(INT 702)	3Ed. 1/21/84 LAST NM 52/88	(46(3437)88 Taunton) 4/89
	Add	R Bn (AERO)	20°17'S 57°22'E
702	(INT 702)	3Ed. 1/21/84 LAST NM 4/89	(30(2260)89 Taunton) 41/89
	Add	Depths 18 meters	14°19'S 60°53'E
		28 meters	15°26'S 60°25'E
702	(INT 702)	3Ed. 1/21/84 LAST NM 41/89	(MCNM1108/89; 9(38)90 Brest) 34/90
	Add	Depth 201 meters	8°39'S 51°36'E
		"Area to be Avoided" bound by purple composite lines joining	4°41'S 55°32'E
			4°48'S 55°34'E
			5°05'S 55°08'E
			4°42'S 53°50'E
			4°00'S 54°20'E
			3°40'S 54°57'E
			3°40'S 55°25'E
			4°34'S 55°26'E
		joining	5°10'S 57°15'E
			5°50'S 57°01'E
			5°50'S 56°25'E
			5°12'S 55°36'E
			4°49'S 55°41'E
			4°30'S 55°40'E
			4°26'S 55°32'E
			3°42'S 55°38'E
			3°47'S 56°03'E
		Note " AREAS TO BE AVOIDED Adopted by the IMO: In order to avoid the risk of pollution and damage to the environment and the unique flora and fauna in these areas, vessels greater than 200 gross tons should avoid entering the Seychelles Bank area."	17°30'S 46°30'E
★**703**	(INT 703)	3Ed. 2/26/83 NEW EDITION	(DMAHTC) 17/83
★**703**	(INT 703)	3Ed. 2/26/83 LAST NM 17/83	(NVS7030, 7032/83) 40/83
	Add	Depths 262 meters "Rep (1983)" (PA)	6°51.4'S 72°12.0'E
		521 meters "Rep (1983)" (PA)	11°45.2'N 73°02.0'E
703	(INT 703)	3Ed. 2/26/83 LAST NM 40/83	(52(507)76 Brest) 27/84
	Substitute	Depth 47 meters enclosed by depth contour for 48 meters enclosed by dotted-line circle	12°13.5'N 54°19.5'E
703	(INT 703)	3Ed. 2/26/83 LAST NM 27/84	(11(265)84 Dehra Dun) 31/84
	Add	Light symbol (PA)	11°42'N 72°42'E
703	(INT 703)	3Ed. 2/26/83 LAST NM 31/84	(12(290)84 Dehra Dun) 33/84
	Add	Light symbol	11°15.4'N 72°46.0'E
703	(INT 703)	3Ed. 2/26/83 LAST NM 33/84	(NVS7308/84) 35/84
	Add	Depth 179 meters "Rep (1961)" (PA)	12°33.6'N 45°04.4'E

703	(INT 703)	3Ed. 2/26/83 LAST NM 35/84	(BA CH 828) 44/84
	Add	Light symbols	8°58′N 76°30′E
			10°12′N 76°11′E
		Depth 18.3 meters	9°27′N 76°10′E
703	(INT 703)	3Ed. 2/26/83 LAST NM 44/84	(19(461)84 Dehra Dun) 4/85
	Add	Light symbol with legend "Kasaragod"	12°30′N 74°58′E
703	(INT 703)	3Ed. 2/26/83 LAST NM 4/85	(11(766)85 Taunton) 22/85
	Add	Depth 20 meters "Rep (1985)"	6°27′S 58°10′E
703	(INT 703)	3Ed. 2/26/83 LAST NM 22/85	(30(1984)85 Taunton) 38/85
	Add	Depths 22 meters "Rep (1985)"	6°26′S 58°31′E
		37 meters with legend "Correira Bank"	6°29′S 57°10′E
703	(INT 703)	3Ed. 2/26/83 LAST NM 38/85	(43(2861)85 Taunton) 2/86
	Add	Depth 91 meters "Rep (1985)"	7°38′N 72°43′E
703	(INT 703)	3Ed. 2/26/83 LAST NM 2/86	(9(670)86 Taunton) 19/86
	Add	Danger circle "Shoal (rep 1969)"	12°07.5′N 52°32.8′E
703	(INT 703)	3Ed. 2/26/83 LAST NM 19/86	(33(2383)86 Taunton) 40/86
	Add	Depth 521 meters	11°13.5′N 52°39.0′E
703	(INT 703)	3Ed. 2/26/83 LAST NM 40/86	(MCNM7828/86) 43/86
	Delete	R Bn (AERO)	7°18′S 72°22′E
703	(INT 703)	3Ed. 2/26/83 LAST NM 43/86	(BA CH 4701) 52/86
	Add	Depth 14 meters	4°50′S 53°19′E
703	(INT 703)	3Ed. 2/26/83 LAST NM 52/86	(20(526)86 Dehra Dun) 3/87
	Add	Light symbol with legend "Chetwai"	10°33′N 76°01′E
703	(INT 703)	3Ed. 2/26/83 LAST NM 3/87	(11(847)87 Taunton) 21/87
	Add	Depth 50 meters "Rep (1986)"	7°38′N 72°44′E
703	(INT 703)	3Ed. 2/26/83 LAST NM 21/87	(50(3783)87 Taunton) 5/88
	Add	Depth 68 meters	12°31′N 53°11′E
703	(INT 703)	3Ed. 2/26/83 LAST NM 5/88	(9(239)88 Dehra Dun) 28/88
	Add	Light symbol with legend "Anjengo"	8°40′N 76°46′E
703	(INT 703)	3Ed. 2/26/83 LAST NM 28/88	(28(2125)88 Taunton) 37/88
	Add	Depth 49 meters	6°43′S 56°32′E
703	(INT 703)	3Ed. 2/26/83 LAST NM 37/88	(32(2446)88 Taunton) 41/88
	Delete	Depth 19 meters	7°27′S 56°55′E
	Add	Depth 4 meters	7°26′S 56°52′E
703	(INT 703)	3Ed. 2/26/83 LAST NM 41/88	(MCNM8159/88) 44/88
	Delete	Depth 521 meters "Rep (1983)" (I'A)	11°45′N 73°02′E
	Add	Depth 419 meters	11°44′N 73°01′E
703	(INT 703)	3Ed. 2/26/83 LAST NM 44/88	(36(27)88 Brest) 48/88
	Add	Depth 191 meters	0°26′N 56°01′E
703	(INT 703)	3Ed. 2/26/83 LAST NM 48/88	(41(3058)88 Taunton) 52/88
	Delete	Depths 27 meters	5°41′S 56°33′E
		20 meters	5°56′S 56°17′E
		18 meters	6°23′S 56°19′E
	Add	Depths 6 meters	5°27′S 57°03′E
		15 meters	5°37′S 56°56′E
		20 meters	5°39′S 56°28′E
		18 meters	5°52′S 56°20′E
		10 meters	6°14′S 56°23′E
		10 meters	6°20′S 56°04′E
		10 meters	6°25′S 56°21′E
703	(INT 703)	3Ed. 2/26/83 LAST NM 52/88	(15(1172)89 Taunton) 26/89
	Substitute	Depth 13 meters for 16 meters	10°51′N 73°48′E

703 (INT 703)	3Ed. 2/26/83 LAST NM 26/89		(MCNM1108/89) 34/90
Add	"Area to be Avoided" bound by		
	purple composite lines joining		4°41′S 55°32′E
			4°48′S 55°34′E
			5°05′S 55°08′E
			4°42′S 53°50′E
			3°57′S 54°25′E
			3°38′S 54°57′E
			3°38′S 55°25′E
			4°34′S 55°26′E
	joining		5°10′S 57°15′E
			5°50′S 57°01′E
			5°50′S 56°25′E
			5°12′S 55°36′E
			4°49′S 55°41′E
			4°30′S 55°40′E
			4°26′S 55°32′E
			3°41′S 55°38′E
			3°42′S 56°03′E
	Note		
	"AREAS TO BE AVOIDED		
	Adopted by the IMO: In order to avoid the risk of pollution and damage to the environment and the unique flora and fauna in these areas, vessels greater than 200 gross tons should avoid entering the Seychelles Bank area."		4°20′N 46°05′E
★**704** (INT 704)	1Ed. 8/11/84	NEW CHART	(DMAHTC) 41/84
704 (INT 704)	1Ed. 8/11/84 LAST NM 41/84		(16(1062)85 Taunton) 26/85
Delete	Depth 726 meters		25°31′N 35°32′E
Add	Depth 14.6 meters "Rep (1984)" (PA)		25°32.9′N 35°31.7′E
704 (INT 704)	1Ed. 8/11/84 LAST NM 26/85		(4(281)86 Taunton) 16/86
Add	Depth 34 meters "Rep (1985)"		16°27′N 40°45′E
704 (INT 704)	1Ed. 8/11/84 LAST NM 16/86		(15(1106)86 Taunton; MCNM7776/86) 27/86
Delete	Depth 591 meters		21°17.5′N 37°29.0′E
Add	Depths 119 meters		21°17.5′N 37°29.8′E
	444 meters (PA)		11°55.0′N 44°42.0′E
704 (INT 704)	1Ed. 8/11/84 LAST NM 27/86		(25(1797)86 Taunton) 35/86
Add	R Bn		19°36.5′N 37°14.1′E
704 (INT 704)	1Ed. 8/11/84 LAST NM 35/86		(SPA A170/86) 10/87
Add	Light symbol		23°28′N 38°25′E
704 (INT 704)	1Ed. 8/11/84 LAST NM 10/87		(DIFRAP 5209/86; 4(329)87 Taunton) 14/87
Add	Depth 10 meters "Rep (1986)"		14°14′N 42°27′E
704 (INT 704)	1Ed. 8/11/84 LAST NM 14/87		(46(3480, 3481)87 Taunton) 1/88
Delete	Depth 14.6 meters "Rep (1984)" (PA)		25°33′N 35°32′E
	Light		21°30′N 39°12′E
Add	Depth 726 meters		25°32′N 35°32′E
704 (INT 704)	1Ed. 8/11/84 LAST NM 1/88		(13(1033, 1034)88 Taunton) 25/88
Add	Rock awash		22°19′N 38°53′E
	Submerged rock		21°38′N 38°59′E
	Dangerous submerged rock		21°24′N 38°51′E
704 (INT 704)	1Ed. 8/11/84 LAST NM 25/88		(MCNM8163/88) 45/88
Delete	Legend "NOT...APPLIES)"		
	in lower left margin of chart		
704 (INT 704)	1Ed. 8/11/84 LAST NM 45/88		(36(2708)88 Taunton) 46/88
Delete	Depth 31 meters		18°57′N 38°08′E

(continued on next page)

704	(Continued) Add	Depth 23 meters	46/88 18°57′N 38°09′E
704	(INT 704) Delete	1Ed. 8/11/84 LAST NM 46/88 R Bn (AERO)	(40(2990)88 Taunton; BA RA) 52/88 29°31′N 34°54′E
	Add	R Bn (AERO)	29°03′N 34°40′E
704	(INT 704) Add	1Ed. 8/11/84 LAST NM 52/88 Depth 24 meters	(42(3137)88 Taunton) 53/88 27°50′N 34°59′E
★**705**	(INT 705) Add	3Ed. 6/5/82 NEW EDITION Depth 366 meters (Previously published 26/82)	(DMAHTC) 33/82 12°51′N 71°30′E
705	(INT 705) Add	3Ed. 6/5/82 LAST NM 33/82 Light symbol	(10(257)82 Dehra Dun) 34/82 20°56.3′N 72°45.5′E
705	(INT 705) Delete	3Ed. 6/5/82 LAST NM 34/82 R Bns	(10(250), 14(380)83 Dehra Dun) 37/83 15°53′N 73°28′E 18°42′N 72°49′E
705	(INT 705) Add	3Ed. 6/5/82 LAST NM 37/83 Depth 521 meters "Rep (1983)" (PA)	(NVS7032/83) 40/83 11°45.2′N 73°02.0′E
705	(INT 705) Delete	3Ed. 6/5/82 LAST NM 40/83 R Bn (AERO) and legend "Zaqqum"	(40(2577)83 Taunton) 47/83 24°52′N 53°37′E
705	(INT 705) Add	3Ed. 6/5/82 LAST NM 47/83 Depth 16 meters "Rep (1975)" (PA)	(NVS7141/83) 1/84 19°16.8′N 58°12.5′E
705	(INT 705) Add	3Ed. 6/5/82 LAST NM 1/84 R Bn at light	(22(582)83 Dehra Dun) 2/84 19°17′N 72°47′E
705	(INT 705) Substitute	3Ed. 6/5/82 LAST NM 2/84 Depth 47 meters for 48 meters	(52(50)76 Brest) 27/84 12°13.5′N 54°19.5′E
705	(INT 705) Delete	3Ed. 6/5/82 LAST NM 27/84 R Bn	(US RA) 28/84 24°51′N 67°01′E
705	(INT 705) Add	3Ed. 6/5/82 LAST NM 28/84 Light symbol	(12(290)84 Dehra Dun) 33/84 11°15.4′N 72°47.4′E
705	(INT 705) Add	3Ed. 6/5/82 LAST NM 33/84 Depth 179 meters "Rep (1961)" (PA)	(NVS7308/84) 35/84 12°33.6′N 45°04.2′E
705	(INT 705) Add	3Ed. 6/5/82 LAST NM 35/84 Light symbol with legend "Kasaragod"	(19(461)84 Dehra Dun) 4/85 12°30′N 74°58′E
705	(INT 705) Add	3Ed. 6/5/82 LAST NM 4/85 Dangerous wreck	(1(46)85 Dehra Dun) 8/85 19°19′N 72°15′E
705	(INT 705) Delete	3Ed. 6/5/82 LAST NM 8/85 R Bn (AERO)	(DMAHTC) 47/85 25°05′N 61°48′E
705	(INT 705) Add	3Ed. 6/5/82 LAST NM 47/85 Light symbol Legend "Oilfields and Recommended Routes (see note)" Note "OILFIELDS AND RECOMMENDED ROUTES Due to existence of various Oilfields in the area, recommended routes have been established to assist mariners to navigate safely in the vicinity of these Oilfields. For details of these, the larger scale charts should be consulted."	(22(547), 24(594)85 Dehra Dun) 8/86 21°37′N 69°37′E 18°50′N 71°35′E 23°40′N 73°10′E
705	(INT 705) Add	3Ed. 6/5/82 LAST NM 8/86 Depth 382 meters	(HNNM 7711/86) 11/86 19°05.5′N 58°16.3′E
705	(INT 705) Add	3Ed. 6/5/82 LAST NM 11/86 Danger circle "Shoal (rep 1969)"	(9(670)86 Taunton) 19/86 12°07.5′N 52°32.0′E
705	(INT 705) Add	3Ed. 6/5/82 LAST NM 19/86 Light symbol	(14(376)86 Dehra Dun; 33(2383)86 Taunton) 40/86 21°56.5′N 69°13.9′E

705 (INT 705)	3Ed. 6/5/82 LAST NM 40/86		(20(526)86 Dehra Dun) 3/87
Add	Light symbol with legend "Chetwai"		10°33'N 76°01'E
705 (INT 705)	3Ed. 6/5/82 LAST NM 3/87		(49(3598)86 Taunton) 9/87
Delete	Depth 631 meters		12°59'N 53°57'E
Add	Depths 386 meters		12°59'N 54°01'E
	494 meters		12°08'N 45°38'E
	664 meters		12°07'N 44°58'E
705 (INT 705)	3Ed. 6/5/82 LAST NM 9/87		(1(28)87 Dehra Dun) 17/87
Add	Light symbol with legend "Tekra"		22°55.5'N 70°07.3'E
705 (INT 705)	3Ed. 6/5/82 LAST NM 17/87		(MCNM7970/87) 39/87
Delete	Depths 57 meters		12°00'N 54°44'E
	152 meters		12°04'N 54°47'E
705 (INT 705)	3Ed. 6/5/82 LAST NM 39/87		(16(391)87 Dehra Dun) 48/87
Substitute	Depth 23 meters for 60 meters		19°00.4'N 69°54.4'E
705 (INT 705)	3Ed. 6/5/82 LAST NM 48/87		(50(3783)87 Taunton) 5/88
Add	Depth 68 meters		12°31'N 53°11'E
705 (INT 705)	3Ed. 6/5/82 LAST NM 5/88		(26(1980)88 Taunton) 32/88
Delete	R Bn at light		26°28'N 56°32'E
705 (INT 705)	3Ed. 6/5/82 LAST NM 32/88		(10/89 Bahrain) 16/89
Add	Racon at light		26°28'N 56°32'E
705 (INT 705)	3Ed. 6/5/82 LAST NM 16/89		(15(1172)89 Taunton) 26/89
Substitute	Depth 13 meters for 16 meters		10°51'N 73°48'E
705 (INT 705)	3Ed. 6/5/82 LAST NM 26/89		(10(207)90 Dehra Dun) 34/90
Add	Depth 380 meters		13°49'N 73°06'E
705 (INT 705)	3Ed. 6/5/82 LAST NM 34/90		(MCNM1068/90) 4/91
Delete	Depth 16 meters		12°53'N 43°16'E
★**706** (INT 706)	4Ed. 4/19/86 NEW EDITION		(DMAHTC; BA CH 828, 4707) 29/86
Add	Racon to light		10°16'N 79°52'E
	(Previously published 20/86)		
Delete	R Bns (AERO)		3°33'N 98°48'E
			4°00'N 101°02'E
			13°00'N 80°10'E
	Depth 29 meters		8°28'N 100°33'E
Add	Depth 29 meters		3°28'N 100°33'E
706 (INT 706)	4Ed. 4/19/86 LAST NM 29/86		(11(308)86 Dehra Dun) 32/86
Add	Depth 325 meters "Rep (1986)"		12°12'N 94°57'E
706 (INT 706)	4Ed. 4/19/86 LAST NM 32/86		(12(331)86 Dehra Dun) 34/86
Add	Light symbol		10°30.8'N 92°30.2'E
706 (INT 706)	4Ed. 4/19/86 LAST NM 34/86		(13(370)86 Dehra Dun) 36/86
Add	Danger circle "Unexploded ordnance"		11°11'N 92°41'E
706 (INT 706)	4Ed. 4/19/86 LAST NM 36/86		(37(2688)86 Taunton) 44/86
Add	Depths 37 meters		4°22'N 99°55'E
	38 meters		5°16'N 99°36'E
706 (INT 706)	4Ed. 4/19/86 LAST NM 44/86		(41(2991)86 Taunton) 49/86
Add	Depth 33 meters (PA)		3°45'N 95°59'E
706 (INT 706)	4Ed. 4/19/86 LAST NM 49/86		(20(526)86 Dehra Dun) 3/87
Add	Light symbol with legend "Chetwai"		10°33'N 76°01'E
706 (INT 706)	4Ed. 4/19/86 LAST NM 3/87		(MCNM7895/87) 8/87
Add	Depths 564 meters (PA)		6°35'N 96°05'E
	615 meters (PA)		6°35'N 96°18'E
706 (INT 706)	4Ed. 4/19/86 LAST NM 8/87		(Ind CH 31) 16/87
Add	Light symbol		16°32'N 94°14'E
706 (INT 706)	4Ed. 4/19/86 LAST NM 16/87		(11(847)87 Taunton) 21/87
Add	Depth 50 meters "Rep (1986)"		7°38'N 72°44'E

706	(INT 706) Add	4Ed. 4/19/86 LAST NM 21/87 R Bn (AERO)	(BA CH 3543) 27/87 5°24.5'N 103°04.0'E
706	(INT 706) Delete	4Ed. 4/19/86 LAST NM 27/87 R Bn (AERO)	(BA RA) 45/87 5°28.0'N 100°24.0'E
706	(INT 706) Add	4Ed. 4/19/86 LAST NM 45/87 Submarine cable joining	(16(392)87 Dehra Dun) 48/87 19°00.0'N 72°30.0'E 19°00.0'N 71°00.0'E
706	(INT 706) Add	4Ed. 4/19/86 LAST NM 48/87 Light symbol Light symbol with legend "Anjengo"	(8(215), 9(239)88 Dehra Dun) 28/88 20°15'N 86°40'E 8°40'N 76°46'E
706	(INT 706) Substitute	4Ed. 4/19/86 LAST NM 28/88 Depth 419 meters for 521 meters and encircling dotted line	(MCNM8159/88) 44/88 11°44'N 73°00'E
706	(INT 706) Add	4Ed. 4/19/86 LAST NM 44/88 R Bn (AERO)	(41(3060)88 Taunton) 52/88 20°08'N 92°53'E
706	(INT 706) Add	4Ed. 4/19/86 LAST NM 52/88 R Bn	(47(373)88 Jakarta) 10/89 5°55'N 95°18'E
706	(INT 706) Add	4Ed. 4/19/86 LAST NM 10/89 Depth 480 meters	(MCNM1033/89) 11/89 4°52'N 93°18'E
706	(INT 706) Substitute	4Ed. 4/19/86 LAST NM 11/89 Depth 13 meters for 16 meters	(15(1172)89 Taunton) 26/89 10°51'N 73°48'E
706	(INT 706) Add	4Ed. 4/19/86 LAST NM 26/89 Depth 433 meters "Rep (1989)" (PA)	(MCNM1114/89) 44/89 12°42.0'N 94°40.0'E
706	(INT 706) Add	4Ed. 4/19/86 LAST NM 44/89 Light flare symbol	(1(1)90 Jakarta) 11/90 5°30.3'N 95°10.0'E
706	(INT 706) Add	4Ed. 4/19/86 LAST NM 11/90 Depth 380 meters	(10(207)90 Dehra Dun) 34/90 13°49'N 73°06'E
706	(INT 706) Add	4Ed. 4/19/86 LAST NM 34/90 Light symbol	(33(215)90 Jakarta) 4/91 3°44.0'N 96°36.0'E
706	(INT 706) Add	4Ed. 4/19/86 LAST NM 4/91 Depths 30 meters 86 meters "Rep (1990)"	(43(3092)90 Taunton; 36(49)90 Brest) 6/91 7°15'N 103°04'E 8°32'N 97°27'E
★707	(INT 707)	1Ed. 2/26/83 NEW CHART	(DMAHTC) 17/83
707	(INT 707) Delete	1Ed. 2/26/83 LAST NM 17/83 Legend "INDONESIA"	(DMAHTC) 27/83 1°55'N 101°45'E
707	(INT 707) Delete	1Ed. 2/26/83 LAST NM 27/83 R Bn (AERO)	(22(1437)83 Taunton) 32/83 8°00'N 79°50'E
707	(INT 707) Delete	1Ed. 2/26/83 LAST NM 32/83 R Bn (AERO)	(BA RA) 10/84 7°11'N 79°53'E
707	(INT 707) Add	1Ed. 2/26/83 LAST NM 10/84 Light flare symbol	(28(1818)84 Taunton) 36/84 3°46.6'N 99°29.9'E
707	(INT 707) Add	1Ed. 2/26/83 LAST NM 36/84 Light symbol Note: Marks Pulau Rondo	(51(3377)84 Taunton) 7/85 6°04'N 95°09'E
707	(INT 707) Add	1Ed. 2/26/83 LAST NM 7/85 Light flare symbol	(28(1848)85 Taunton) 35/85 5°49'S 105°24'E
707	(INT 707) Add	1Ed. 2/26/83 LAST NM 35/85 Depth 9[illegible] meters "Rep (1985)"	(43(2861)85 Taunton) 2/86 7°38'N 72°43'E
707	(INT 707) Add	1Ed. 2/26/83 LAST NM 2/86 Light symbol	(16(1189)86 Taunton) 23/86 5°27'S 105°18'E
707	(INT 707) Delete	1Ed. 2/26/83 LAST NM 23/86 R Bn (AERO)	(MCNM7828/86) 43/86 7°18'S 72°23'E

707 (INT 707) Add	1Ed. 2/26/83 LAST NM 43/86 Depths 37 meters 38 meters	(37(2688)86 Taunton) 44/86 4°22'N 99°55'E 5°16'N 99°36'E
707 (INT 707) Add	1Ed. 2/26/83 LAST NM 44/86 Depth 33 meters (PA)	(41(2991)86 Taunton) 49/86 3°45'N 95°59'E
707 (INT 707) Add	1Ed. 2/26/83 LAST NM 49/86 Depth 564 meters (PA)	(MCNM7895/87 Tokyo) 8/87 6°35'N 96°05'E
707 (INT 707) Add	1Ed. 2/26/83 LAST NM 8/87 Depth 50 meters "Rep (1986)"	(11(847)87 Taunton) 21/87 7°38'N 72°44'E
707 (INT 707) Add	1Ed. 2/26/83 LAST NM 21/87 Light symbol with legend "Anjengo"	(9(239)88 Dehra Dun) 28/88 8°40'N 76°46'E
707 (INT 707) Add	1Ed. 2/26/83 LAST NM 28/88 R Bn	(47(373)88 Jakarta) 10/89 5°52'N 95°22'E
707 (INT 707) Add	1Ed. 2/26/83 LAST NM 10/89 Depth 480 meters	(MCNM1033/89) 11/89 4°52'N 93°18'E
707 (INT 707) Add	1Ed. 2/26/83 LAST NM 11/89 Light flare symbol	(1(1)90 Jakarta) 11/90 5°30.5'N 95°10.3'E
707 (INT 707) Add	1Ed. 2/26/83 LAST NM 11/90 Light symbol	(33(215)90 Jakarta) 4/91 3°44.0'N 96°36.0'E
707 (INT 707) Add	1Ed. 2/26/83 LAST NM 4/91 Depth 86 meters "Rep (1990)"	(43(3092)90 Taunton) 6/91 8°32'N 97°27'E
★**708** (INT 708)	1Ed. 7/24/76 NEW CHART	(DMAHC) 37/76
708 (INT 708) Add	1Ed. 7/24/76 LAST NM 37/76 Depth 23 meters	(34(397)76 Sydney) 46/76 30°56'S 115°01'E
708 (INT 708) Add	1Ed. 7/24/76 LAST NM 46/76 R Bn (AERO)	(49(535)76 Sydney) 9/77 32°01'S 115°32'E
708 (INT 708) Delete	1Ed. 7/24/76 LAST NM 9/77 Depth 143 meters	(20(193)77 Sydney) 32/77 34°55'S 114°35'E
708 (INT 708) Add	1Ed. 7/24/76 LAST NM 32/77 Danger circle "Obstr Rep (1978)"	(17(218)78 Sydney) 28/78 13°29'S 115°46'E
708 (INT 708) Add	1Ed. 7/24/76 LAST NM 28/78 Light symbol	(25(315)78 Jakarta) 52/78 6°56'S 116°14'E
708 (INT 708) Add	1Ed. 7/24/76 LAST NM 52/78 Depths 22 meters in 19 meters	(20(1235)79 Taunton, 13(147)79 Sydney) 41/79 6°20'S 111°10'E 28°27'S 114°03'E
708 (INT 708) Substitute	1Ed. 7/24/76 LAST NM 41/79 Depth 11 meters "Rep (1979)" for 16 meters	(17(203)79 Sydney) 43/79 19°46'S 115°37'E
708 (INT 708) Add	1Ed. 7/24/76 LAST NM 43/79 Dangerous wrecks in	(37(2220)79 Taunton) 13/80 6°34'S 112°41'E 6°43'S 112°25'E
708 (INT 708) Add	1Ed. 7/24/76 LAST NM 13/80 Depth 3 meters "Rep (1979)"	(46(564)79 Sydney) 19/80 25°04'S 112°59'E
708 (INT 708) Add	1Ed. 7/24/76 LAST NM 19/80 Depths 25 meters 46 meters	(BA CH 4710) 43/80 35°07.5'S 116°24.0'E 35°09.0'S 117°11.0'E
708 (INT 708) Add	1Ed. 7/24/76 LAST NM 43/80 Light symbol	(39(44)80 Brest) 47/80 5°54'S 105°43'E
708 (INT 708) Add	1Ed. 7/24/76 LAST NM 47/80 Light symbol	(46(2502)80 Taunton) 2/81 6°06'S 106°52'E
08 (INT 708) Add	1Ed. 7/24/76 LAST NM 2/81 Dangerous wreck (PA)	(42(454)80 Jakarta) 3/81 5°33'S 106°18'E
708 (INT 708) Add	1Ed. 7/24/76 LAST NM 3/81 Light symbol with legend "Benoa"	(1(70)81 Taunton) 7/81 8°45'S 115°12'E

708 (INT 708)	1Ed. 7/24/76 LAST NM 7/81		(6(327)81 Taunton) 12/81
Add	Depths 77 meters		5°43′S 116°33′E
	50 meters		5°42′S 116°28′E
	31 meters		5°40′S 116°22′E
	53 meters		5°35′S 116°02′E
708 (INT 708)	1Ed. 7/24/76 LAST NM 12/81		(5(46)81 Jakarta) 15/81
Add	Dangerous wreck		5°51′S 111°13′E
708 (INT 708)	1Ed. 7/24/76 LAST NM 15/81		(7(65)81 Jakarta) 23/81
Add	Dangerous wreck		5°36′S 115°50′E
708 (INT 708)	1Ed. 7/24/76 LAST NM 23/81		(27(289)81 Jakarta) 38/81
Add	Light symbol with legend "P Njamuk"		5°49′S 110°11′E
708 (INT 708)	1Ed. 7/24/76 LAST NM 38/81		(7(63)82 Jakarta) 17/82
Add	Light		5°41′S 106°43′E
708 (INT 708)	1Ed. 7/24/76 LAST NM 17/82		(30(297)82 Sydney) 38/82
Add	Platform		19°35.1′S 116°08.2′E
708 (INT 708)	1Ed. 7/24/76 LAST NM 38/82		(28(412)81 Sydney) 9/83
Add	Danger circle "Discol water (1981)"		17°19′S 97°04′E
708 (INT 708)	1Ed. 7/24/76 LAST NM 9/83		(BA CH 4707; 50(830)83 Sydney) 7/84
Substitute	Depth 46 meters for 371 meters		5°40′S 102°29′E
Add	Light symbol with legend "Guilderton"		31°20′S 115°29′E
708 (INT 708)	1Ed. 7/24/76 LAST NM 7/84		(6(367)84 Taunton) 14/84
Add	Depth 424 meters		8°24′S 109°42′E
708 (INT 708)	1Ed. 7/24/76 LAST NM 14/84		(47(787, 789)84 Sydney) 11/85
Delete	Depth 16 meters		13°11′S 96°08′E
Add	Depth 18 meters with legend "Muirfield Seamount"		13°10′S 96°11′E
	Light symbols		29°36′S 114°58′E
			29°57′S 114°59′E
708 (INT 708)	1Ed. 7/24/76 LAST NM 11/85		(23(201)84 Jakarta) 28/85
Add	Depths 25 meters		5°32′S 116°10′E
	29 meters		5°32′S 116°14′E
708 (INT 708)	1Ed. 7/24/76 LAST NM 28/85		(28(1848)85 Taunton) 35/85
Add	Light flare symbol		5°49′S 105°24′E
708 (INT 708)	1Ed. 7/24/76 LAST NM 35/85		(4(92)86 Sydney) 15/86
Delete	Depth 40 meters		5°32.0′S 116°25.0′E
Add	Depths 24 meters		5°30.0′S 116°30.0′E
	24 meters		5°35.0′S 116°24.0′E
708 (INT 708)	1Ed. 7/24/76 LAST NM 15/86		(22(1594)86 Taunton) 29/86
Add	Light		8°54′S 116°32′E
708 (INT 708)	1Ed. 7/24/76 LAST NM 29/86		(15(195)86 Jakarta) 30/86
Substitute	Depth 9 meters for 11 meters		8°34′S 114°38′E
708 (INT 708)	1Ed. 7/24/76 LAST NM 30/86		(MCNM7808/86) 40/86
Add	Depth 682 meters "(Rep)"		9°29.0′S 110°33.4′E
708 (INT 708)	1Ed. 7/24/76 LAST NM 40/86		(47(653)86 Sydney) 5/87
Delete	Depth 803 meters		9°35′S 110°34′E
708 (INT 708)	1Ed. 7/24/76 LAST NM 5/87		(MCNM7897/87) 9/87
Substitute	Depth 9.6 meters for 11 meters		5°54′S 117°19′E
Add	Depth 22 meters		5°50′S 117°04′E
708 (INT 708)	1Ed. 7/24/76 LAST NM 9/87		(51(3770)86 Taunton) 10/87
Delete	R Bn (AERO) at light		6°00′S 106°49′E
708 (INT 708)	1Ed. 7/24/76 LAST NM 10/87		(2(38)87 Sydney) 11/87
Delete	Light symbol		10°31′S 105°39′E
708 (INT 708)	1Ed. 7/24/76 LAST NM 11/87		(3(46)87 Sydney) 14/87
Add	Dotted-line circle "Discol water Rep (1986)"		32°42′S 99°35′E

708	(INT 708)	1Ed. 7/24/76 LAST NM 14/87	(18(231)87 Sydney) 29/87
	Delete	Depths 25 meters	29°38′S 114°37′E
		24 meters	34°32′S 115°17′E
		27 meters	34°53′S 115°48′E
		25 meters	35°08′S 116°24′E
	Add	Depths 33 meters	29°36.5′S 114°35.0′E
		37 meters	33°50.0′S 114°53.0′E
		21 meters	34°31.0′S 115°18.0′E
		20 meters	34°35.0′S 115°45.0′E
		31 meters	34°53.5′S 115°45.0′E
		24 meters	35°07.0′S 116°22.0′E
		39 meters	35°11.0′S 116°37.0′E
708	(INT 708)	1Ed. 7/24/76 LAST NM 29/87	(43(1243)87 Tokyo) 1/88
	Delete	R Bn (AERO)	8°32′S 116°04′E
708	(INT 708)	1Ed. 7/24/76 LAST NM 1/88	(47(376, 378-380)88 Jakarta) 10/89
	Add	R Bn at light	5°42′S 106°43′E
		R Bns	6°26′S 110°54′E
			6°56′S 112°43′E
			8°50′S 115°11′E
708	(INT 708)	1Ed. 7/24/76 LAST NM 10/89	(23(189)89 Jakarta) 33/89
	Add	R Bn	7°47′S 109°38′E
708	(INT 708)	1Ed. 7/24/76 LAST NM 33/89	(37(526)89 Sydney) 6/90
	Add	Superbucy TANKER "Talisman"	19°30′S 116°56′E
708	(INT 708)	1Ed. 7/24/76 LAST NM 6/90	(7(113)91 Sydney) 21/91
	Delete	Danger circle "Obstr Rep (1978)"	13°29′S 115°46′E
★**709**	(INT 709)	1Ed. 1/1/77 NEW CHART	(DMAHC) 8/77
709	(INT 709)	1Ed. 1/1/77 LAST NM 8/77	(49(535)76 Sydney) 9/77
	Add	R Bn (AERO)	32°01′S 115°32′E
709	(INT 709)	1Ed. 1/1/77 LAST NM 9/77	(20(193)77 Sydney) 32/77
	Delete	Depth 143 fathoms	34°55′S 114°35′E
709	(INT 709)	1Ed. 1/1/77 LAST NM 32/77	(9(105)79 Sydney) 29/79
	Add	Depth 73 meters "Rep (1979)"	42°41′S 144°54′E
709	(INT 709)	1Ed. 1/1/77 LAST NM 29/79	(24(285)79 Sydney) 51/79
	Delete	Depth 73 meters "Rep (1979)" (Supersedes 29/79-709)	42°41′S 144°54′E
	Add	Depth 67 meters "Rep (1979)"	42°41′S 144°52′E
709	(INT 709)	1Ed. 1/1/77 LAST NM 51/79	(BA CH 4710) 43/80
	Add	Depths 26 meters	35°07.5′S 116°24.0′E
		46 meters	35°09.0′S 117°11.0′E
709	(INT 709)	1Ed. 1/1/77 LAST NM 43/80	(41(573)80 Sydney) 48/80
	Add	Light symbol with legend "Troubridge Hill"	35°10′S 137°38′E
709	(INT 709)	1Ed. 1/1/77 LAST NM 48/80	(4(73)81 Sydney) 19/81
	Add	Depth 70 meters "Rep (1981)"	42°49′S 145°06′E
709	(INT 709)	1Ed. 1/1/77 LAST NM 19/81	(8(112)81 Sydney) 29/81
	Substitute	Depth 12 meters for 35 meters	34°04′S 121°22′E
709	(INT 709)	1Ed. 1/1/77 LAST NM 29/81	(14(194)81 Sydney) 32/81
	Substitute	Depth 13 meters for depth 36 meters	34°28′S 121°50′E
709	(INT 709)	1Ed. 1/1/77 LAST NM 32/81	(5(96)82 Sydney) 45/82
	Add	Depth 45 meters	39°06′S 143°42′E
709	(INT 709)	1Ed. 1/1/77 LAST NM 45/82	(38(503)82 Sydney) 18/83
	Add	Depth 437 meters "Rep (1982)"	35°49.00′S 135°33.05′E
709	(INT 709)	1Ed. 1/1/77 LAST NM 18/83	(US RA) 26/83
	Delete	R Bns (AERO)	38°23′S 141°37′E
			37°45′S 140°47′E
709	(INT 709)	1Ed. 1/1/77 LAST NM 26/83	(24(410)83 Sydney) 39/83
	Delete	Depth 70 meters "Rep (1981)"	42°50.5′S 145°06.5′E

(continued on next page)

709	(Continued)		39/83
	Add	Depth 47 meters "Rep (1982)"	42°48.0'S 145°07.0'E
709	(INT 709)	1Ed. 1/1/77 LAST NM 39/83	(15(269)83 Sydney) 42/83
	Add	Depth 25 meters "Rep (1983)"	40°28'S 144°13'E
709	(INT 709)	1Ed. 1/1/77 LAST NM 42/83	(50(830)83 Sydney) 7/84
	Add	Light symbol with legend "Guilderton"	31°20'S 115°29'E
709	(INT 709)	1Ed. 1/1/77 LAST NM 7/84	(51(849)83 Sydney) 8/84
	Substitute	Depth 5 meters for 3 meters	40°56'S 144°28'E
709	(INT 709)	1Ed. 1/1/77 LAST NM 8/84	(4(66)85 Sydney) 14/85
	Delete	Depth 14 meters	34°28'S 121°15'E
709	(INT 709)	1Ed. 1/1/77 LAST NM 14/85	(6(89)85 Sydney) 17/85
	Add	Depth 5 meters "Rep (1985)"	34°30'S 121°01'E
709	(INT 709)	1Ed. 1/1/77 LAST NM 17/85	(17(251)85 Sydney) 29/85
	Delete	Depth 5 meters "Rep (1985)" (Supersedes 17/85-709)	34°30'S 121°01'E
709	(INT 709)	1Ed. 1/1/77 LAST NM 29/85	(37(544)86 Sydney) 45/86
	Substitute	Submerged rock for depth 3 meters	34°34'S 123°34'E
709	(INT 709)	1Ed. 1/1/77 LAST NM 45/86	(18(231)87 Sydney) 29/87
	Delete	Depths 24 meters	34°32'S 115°17'E
		27 meters	34°53'S 115°48'E
		26 meters	35°08'S 116°24'E
	Add	Depths 37 meters	33°50.0'S 114°53.0'E
		21 meters	34°31.0'S 115°18.0'E
		20 meters	34°35.0'S 115°45.0'E
		31 meters	34°53.5'S 115°45.0'E
		24 meters	35°07.0'S 116°22.0'E
		39 meters	35°11.0'S 116°37.0'E
709	(INT 709)	1Ed. 1/1/77 LAST NM 29/87	(Aus CH 4709) 44/87
	Delete	R Bn (AERO)	34°25'S 137°53'E
			35°44'S 137°31'E
709	(INT 709)	1Ed. 1/1/77 LAST NM 44/87	(3(73-75)89 Sydney) 16/89
	Delete	R Bn at lights	35°46'S 136°36'E
			39°35'S 143°56'E
		Light symbol	39°55'S 143°52'E
709	(INT 709)	1Ed. 1/1/77 LAST NM 16/89	(37(529, 530)89 Sydney) 6/90
	Delete	Depth 44 meters	35°17'S 118°25'E
	Add	Depth 17 meters	34°13'S 120°32'E
709	(INT 709)	1Ed. 1/1/77 LAST NM 6/90	(24(341)90 Sydney) 38/90
	Delete	Depth 131 meters	35°18'S 118°57'E
★**800**	3Ed. 2/23/85	NEW EDITION	(DMAHTC) 18/85
800	3Ed. 2/23/85 LAST NM 18/85		(MCNM7551/85) 34/89
	Add	Depths 9 fathoms	75°05'N 74°31'E
		20 fathoms	76°02'N 74°48'E
800	3Ed. 2/23/85 LAST NM 34/89		(45(8394)89 Leningrad) 13/90
	Add	R Bn	60°02'N 170°26'E
800	3Ed. 2/23/85 LAST NM 13/90		(2(129)90 Leningrad) 16/90
	Add	R Bn	62°22'N 179°09'E
803	1Ed. 6/12/67 LAST NM 21/75		(27/75 CG1) 33/75
	Delete	Aero R Bn	70°31'N 68°19'W
803	1Ed. 6/12/67 LAST NM 33/75		(RS1036/77) 7/77
	Add	Depth 18 fathoms	76°41.0'N 70°14.7'W
803	1Ed. 6/12/67 LAST NM 7/77		(NVS3930/79) 12/79
	Add	Depth 288 fathoms	54°07.0'N 149°21.2'W
803	1Ed. 6/12/67 LAST NM 12/79		(27/80 CG17) 32/80
	Add	Dangerous wreck (PA)	56°35'N 159°57'W

803	1Ed. 6/12/67 LAST NM 32/80		(27(1477)80 Taunton) 35/80
	Add	Depth 12 fathoms (PA)	63°43′N 172°45′W
803	1Ed. 6/12/67 LAST NM 35/80		(1(29)81 Taunton) 8/81
	Delete	R Bn	66°09′N 169°50′W
	Add	R Bn	65°49′N 169°05′W
803	1Ed. 6/12/67 LAST NM 8/81		(NVS7095/83) 47/83
	Add	Depths 85 fathoms "Rep (1982)" (PA)	75°11′N 59°29′W
		63 fathoms "Rep (1982)" (PA)	75°21′N 60°10′W
		70 fathoms "Rep (1982)" (PA)	75°54′N 62°04′W
		175 fathoms "Rep (1982)" (PA)	75°27′N 67°54′W
		55 fathoms "Rep (198?)" (PA)	62°06′N 50°21′W
		175 fathoms "Rep (1982)" (PA)	74°46′N 59°19′W
		45 fathoms "Rep (1982)" (PA)	77°37′N 72°19′W
		23 fathoms "Rep (1982)" (PA)	77°44′N 71°56′W
		30 fathoms "Rep (1982)" (PA)	64°19′N 53°32′W
803	1Ed. 6/12/67 LAST NM 47/83		(NVS7272/84) 26/84
	Add	Depths 94 fathoms "Rep (1976)" (PA)	57°44′N 149°58′W
		121 fathoms "Rep (1976)" (PA)	52°09′N 131°34′W
803	1Ed. 6/12/67 LAST NM 26/84		(NVS7295/84) 38/84
	Add	Depth 87 fathoms "Rep (1981)"	72°33′N 59°09′W
803	1Ed. 6/12/67 LAST NM 38/84		(Can CH 4000) 41/84
	Delete	R Bn (Aero)	58°30′N 62°45′W
			63°20′N 64°10′W
	Add	Depths 166 fathoms	61°05′N 63°50′W
		54 fathoms	76°14′N 79°15′W
803	1Ed. 6/12/67 LAST NM 41/84		(27(601, 608, 614)84 Ottawa) 42/84
	Delete	R Bns	53°31′N 55°45′W
			54°28′N 56°56′W
			55°13′N 59°08′W
803	1Ed. 6/12/67 LAST NM 42/84		(13/85 CG17) 17/85
	Delete	R Bn (AERO)	59°28′N 146°18′W
803	1Ed. 6/12/67 LAST NM 17/85		(29(1866)85 Taunton) 36/85
	Delete	R Bn (AERO)	76°32′N 68°45′W
★**803**	1Ed. 6/12/67 LAST NM 36/85		(HNNM7551/85) 37/85
	Add	Depths 159 fathoms	75°05′N 66°11′W
		76 fathoms	75°32′N 65°40′W
803	1Ed. 6/12/67 LAST NM 37/85		(50(1275)86 Ottawa) 10/87
	Delete	Islet	78°39′N 71°00′W
803	1Ed. 6/12/67 LAST NM 10/87		(39(742)88 Ottawa) 49/88
	Delete	Depth 10 fathoms and enclosing danger circle	74°52′N 100°38′W
803	1Ed. 6/12/67 LAST NM 49/88		(MCNM1082/89) 32/89
	Substitute	Depth 8 fathoms for 15 fathoms	53°19′N 135°40′W
803	1Ed. 6/12/67 LAST NM 32/89		(7/91 CG17) 11/91
	Add	Submarine cable joining	59°50′N 149°28′W
			59°28′N 149°12′W
			59°00′N 148°47′W
			58°55′N 148°38′W
			58°53′N 148°33′W
			58°52′N 148°31′W
			58°41′N 148°11′W
			58°39′N 148°05′W
★**804**	4Ed. 8/29/81	NEW EDITION	(DMAHTC) 44/81
804	4Ed. 8/29/81 LAST NM 44/81		(NVS6537/81) 49/81
	Delete	Depths 7 fathoms "ED Rep (1975)"	66°33′N 7°30′E
		79 fathoms	68°38′N 12°00′E
		60 fathoms "PA Rep (1969)"	71°43′N 18°02′E
804	4Ed. 8/29/81 LAST NM 49/81		(NVS6641/82) 18/82
	Add	Depth 275 fathoms "Rep (1982)"	72°27′N 14°06′W
804	4Ed. 8/29/81 LAST NM 18/82		(9(508)82 Taunton) 19/82
	Delete	Depth 87 fathoms	73°33′N 9°10′W

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804	(Continued)		19/82
	Add	Depth 67 fathoms	73°30'N 9°08'W
804	4Ed. 8/29/81 LAST NM 19/82		(Nor CH 507) 20/82
	Delete	Dangerous submerged rock	79°38'N 10°46'E
804	4Ed. 8/29/81 LAST NM 20/82		(NVS6797/82) 46/82
	Delete	Depth 18 fathoms "Rep (1969)"	55°51'N 9°03'W
804	4Ed. 8/29/81 LAST NM 46/82		(31(1885)82 Taunton) 47/82
	Delete	Depth 138 fathoms	61°28'N 12°57'W
804	4Ed. 8/29/81 LAST NM 47/82		(NVS/C0029/82) 48/82
	Delete	Depth 36 fathoms	63°00'N 18°14'W
804	4Ed. 8/29/81 LAST NM 48/82		(39(2332)82 Taunton) 52/82
	Substitute	Depth 4½ fathoms "Rep (1982)" for 8 fathoms	60°07'N 1°55'W
804	4Ed. 8/29/81 LAST NM 52/82		(NVS7095/83) 47/83
	Add	Depth 55 fathoms "Rep (1982)" (PA)	62°06'N 50°21'W
804	4Ed. 8/29/81 LAST NM 47/83		(NVS7205/84) 12/84
	Delete	R Bn	76°30'N 68°59'E
	Add	Note "NOTE Radio navigational aids on the Russian Arctic coast and adjacent islands north of the Arctic Circle, from Novaya Zemyla east to the Bering Strait, have been omitted due to the lack of reliable information."	58°00'N 50°00'E
★**804**	4Ed. 8/29/81 LAST NM 12/84		(HNNM7551/85) 37/85
	Add	Depth 194 fathoms	76°10'N 8°37'W
804	4Ed. 8/29/81 LAST NM 37/85		(17(1363)85 Stavanger) 42/85
	Add	Rock awash	78°46.0'N 28°49.7'E 78°49.4'N 28°55.3'E
804	4Ed. 8/29/81 LAST NM 42/85		(NVS6537/81) 6/86
	Delete	Depth 7 fathoms "Rep (1945)" (ED)	66°33'N 7°33'E
804	4Ed. 8/29/81 LAST NM 6/86		(1(35)86 Taunton) 13/86
	Add	Depth 45 fathoms "Rep (1985)"	63°38.5'N 16°58.0'W
		Legend "Local Magnetic Anomaly Rep"	59°56.0'N 3°16.0'W
804	4Ed. 8/29/81 LAST NM 13/86		(MCNM7551/85) 34/89
	Add	Depths 6 fathoms	74°42'N 71°01'E
		9 fathoms	75°05'N 74°31'E
		28 fathoms	74°18'N 63°16'E
		26 fathoms	74°39'N 64°33'E
		22 fathoms	74°25'N 67°32'E
		9 fathoms	74°50'N 70°17'E
		14 fathoms	75°03'N 69°27'E
		32 fathoms	74°58'N 64°35'E
		25 fathoms	74°21'N 65°24'E
804	4Ed. 8/29/81 LAST NM 34/89		(MCNM7551/85) 35/89
	Add	Depth 37 fathoms	59°33'N 28°10'W
804	4Ed. 8/29/81 LAST NM 35/89		(32(5982)89 Leningrad) 41/89
	Add	Depth 32 fathoms Obstr	70°33'N 41°21'E
804	4Ed. 8/29/81 LAST NM 41/89		(MCNM1021/90) 45/90
	Delete	Depth 37 fathoms	59°33'N 28°10'W
★**805**	Ed. 3/5/82	NEW EDITION	(DMAHTC) N37/82

805 Ed. 3/5/82 LAST NM 37/82 (50(1088)82 Ottawa) N3/83
Add Note in lower left margin of chart
"WARNING
Mariners may find port hand buoys painted black or green and fairway buoys painted black and white or red and white. In both cases, either presentation is to be interpreted as having the same navigational significance."

805 Ed. 3/5/82 LAST NM 3/83 (NVS7095/83) N47/83
Add Depths 320 meters "Rep (1982)" (PA) 75°27'N 67°54'W
320 meters "Rep (1982)" (PA) 74°46'N 59°19'W

805 Ed. 3/5/82 LAST NM 47/83 (NVS7295/84) N38/84
Add Depth 159 meters "Rep (1981)" 72°33'N 59°09'W

805 Ed. 3/5/82 LAST NM 38/84 (27(601, 608, 614)84 Ottawa) N42/84
Delete R Bns 53°31.2'N 55°45.1'W
54°28.3'N 56°56.4'W
55°13.4'N 59°08.8'W

805 Ed. 3/5/82 LAST NM 42/84 (36(859)84 Ottawa) N4/85
Add Depths 16 fathoms 5 feet "Rep (1984)" 73°47'21.0"N 58°37'27.6"W
14 fathoms "Rep (1984)" 74°01'24.0"N 58°42'12.0"W

805 Ed. 3/5/82 LAST NM 4/85 (9(276)85 Ottawa) N17/85
Substitute Depth 10 meters for 13 meters 51°41'40"N 54°58'16"W

805 Ed. 3/5/82 LAST NM 17/85 (34(818)85 Ottawa) N41/85
Add Note
"CAUTION
Extensive hydrocarbon exploration is underway on the waters off the east coast of Canada. Mariners are cautioned that drilling platforms, supply vessels or seismic survey vessels may be encountered underway or at anchor. Information regarding the latest positions of these vessels may be obtained upon request from ECAREG CANADA."
62°00'N 104°00'W

805 Ed. 3/5/82 LAST NM 41/85 (46(1095)85 Ottawa) N51/85
Delete Note "MAGNETIC...Arctic." 56°15'00"N 70°30'00"W

805 Ed. 3/5/82 LAST NM 51/85 (22(529-535)86 Ottawa) N27/86
Delete R Bn at lights 61°18'33"N 64°53'17"W
61°32'00"N 70°33'35"W
62°36'28"N 73°56'12"W
63°05'10"N 77°57'00"W
62°25'00"N 79°36'30"W
61°35'00"N 79°48'30"W
62°10'20"N 83°08'00"W

805 Ed. 3/5/82 LAST NM 27/86 (41(1026)87 Ottawa) N16/87
Delete Submerged rock 59°31'N 63°15'W

805 Ed. 3/5/82 LAST NM 16/87 (23(385, 387)87 Ottawa) N30/87
Delete R Bn at lights 52°00.8'N 55°16.9'W
50°00.0'N 55°21.5'W

★1113A Ed. 10/1/88 NEW EDITION (NOS; 31, 43/88 CG7) 1/89
Change Light "43" to Fl G 4s 4M 24°50.4'N 81°25.8'W

Add Position circle, each with legend "TR Q Lts" (PA)
"NE" 25°34.0'N 81°43.0'W
"NW" 25°48.0'N 82°13.0'W
"N Master" 25°28.0'N 82°06.0'W

1113A	Ed. 10/1/88 LAST NM 1/89		(47, 51/88 CG7) 3/89
	Add	Position circles, each with legend "TR Q Lts" (PA)	
		"W Central"	25°22.0'N 82°28.0'W
		"E Central"	25°07.0'N 82°00.0'W
		"S Master"	25°02.0'N 82°22.0'W
		"SW"	24°56.1'N 82°43.0'W
		"SE"	24°40.8'N 82°17.2'W
		Dangerous wreck	27°01.7'N 82°33.6'W
1113A	Ed. 10/1/88 LAST NM 3/89		(46, 49/88 CG7) 5/89
	Change	Designation of buoys, "A" to "I1"	27°17.0'N 82°36.0'W
		"B" to "I2"	27°18.0'N 82°37.2'W
		"C" to "I3"	27°18.1'N 82°35.6'W
	Add	Buoys, each yellow (Priv maintd)	
		"M10"	27°02.0'N 82°42.5'W
		"D9"	26°54.6'N 82°56.0'W
		Dangerous wreck	26°46.9'N 82°29.3'W
1113A	Ed. 10/1/88 LAST NM 5/89		(1/89 CG7) 6/89
	Add	Buoys, each (Priv maintd)	
		"D3"	27°15.8'N 83°07.3'W
		"D4"	27°15.4'N 83°07.2'W
1113A	Ed. 10/1/88 LAST NM 6/89		(4/89 CG7) 9/89
	Change	Designation of buoy "D" to "I4"	27°06.1'N 82°29.1'W
		Color of buoy to red and white stripes	24°27.7'N 81°48.0'W
	Add	Buoys, each yellow (Priv maintd)	
		"M1"	27°19.1'N 82°43.3'W
		"M7"	27°19.1'N 82°48.2'W
		"M8"	27°12.5'N 82°48.3'W
1113A	Ed. 10/1/88 LAST NM 9/89		(NOS) 12/89
	Delete	Dangerous wreck (PA)	24°41.8'N 81°51.2'W
	Add	Dangerous wreck (PA)	24°41.4'N 80°51.4'W
1113A	Ed. 10/1/88 LAST NM 12/89		(10/89 CG7) 14/89
	Add	Dangerous wreck (PA)	25°48.5'N 81°51.8'W
1113A	Ed. 10/1/88 LAST NM 14/89		(49/88 CG7) 16/89
	Change	Color of buoy "I4" to yellow (See 9/89-1113A)	27°06.1'N 82°29.1'W
1113A	Ed. 10/1/88 LAST NM 16/89		(15/89 CG7) 20/89
	Add	Wreck (PA)	24°51.2'N 82°15.7'W
1113A	Ed. 10/1/88 LAST NM 20/89		(27, 28/89 CG7) 33/89
	Add	Buoy "M6", yellow can (Priv maintd)	27°11.1'N 82°43.7'W
1113A	Ed. 10/1/88 LAST NM 33/89		(MCNM1089/89) 34/89
	Add	Purple tint area (traffic separation zone) 1 mile wide on centerline joining	23°23.5'N 81°08.0'W
			23°25.0'N 80°53.8'W
			23°23.0'N 80°28.0'W
		Purple heavy dashed line (outside limit of traffic lane) joining	23°26.0'N 81°08.3'W
			23°27.5'N 80°54.0'W
			23°25.5'N 80°27.6'W
		Purple heavy solid line (inshore traffic lane) joining	23°21.1'N 81°07.8'W
			23°22.5'N 80°54.0'W
			23°20.5'N 80°28.0'W
		Legend "Inshore Traffic Zone"	23°20.0'N 80°55.0'W
		Purple open-outlined arrows indicating flow of traffic oriented 084°	23°22.7'N 81°01.0'W
		095°	23°22.7'N 80°42.0'W
		264°	23°25.5'N 81°01.0'W
		275°	23°25.5'N 80°42.0'W

(continued on next page)

1113A (Continued) 34/89

Add — Note
"NOTE
The Traffic Separation Scheme on this chart is approved by the International Maritime Organization (IMO)." 26°10.0'N 81°15.0'W

1113A Ed. 10/1/88 LAST NM 34/89 (CL860/89) 41/89

Add — Obstruction "(Fish haven) (auth min 12½fms)", bound by dashed line joining
24°27.0'N 81°45.5'W
24°27.5'N 81°45.5'W
24°27.5'N 81°47.1'W
24°27.0'N 81°47.1'W

1113A Ed. 10/1/88 LAST NM 41/89 (CL862, 865-6/89) 48/89

Add — Obstructions "(Fish haven) (auth min depth 10fms)"
24°36.3'N 81°10.0'W
24°33.5'N 81°19.5'W

Obstruction "(Fish haven) (auth min depth 2¼fms)", 176°-356° axis 1.30 miles by 0.15 mile wide, centered and delete all depths within above area
24°33.9'N 81°19.9'W

Obstruction "(Fish haven) (auth min depth 3¼fms)"
24°41.1'N 81°52.7'W

1113A Ed. 10/1/88 LAST NM 48/89 (CL1032/89) 20/90

Add — Obstruction "(Fish haven) (auth min depth 4fms)", 0.5 mile square centered (PA)
24°56.8'N 81°46.2'W

1113A Ed. 10/1/88 LAST NM 20/90 (8/90 CG7) 24/90

Delete — Obscured sector from light and change period to 10s
25°58.5'N 81°44.1'W

1113A Ed. 10/1/88 LAST NM 24/90 (14/90 CG7) 28/90

Change — Visibility (range) of light to 24M
24°38.2'N 82°55.1'W

1113A Ed. 10/1/88 LAST NM 28/90 (16, 24/90 CG7) 33/90

Change — Visibility (range) of light to 24M
27°36.0'N 82°45.6'W

Buoy to "KW" RW, ball topmark, Mo(A) WHIS
24°27.6'N 81°48.0'W

Add — Ball topmark to buoy "T"
27°35.2'N 83°00.7'W

1113A Ed. 10/1/88 LAST NM 33/90 (32/90 CG7; USCG LL) 39/90

Change — Light to Fl 2.5s 40ft 7M and delete designation "1"
26°25.1'N 81°57.5'W

1113A Ed. 10/1/88 LAST NM 39/90 (38/90 CG7) 42/90

Delete — Buoys
24°25.0'N 82°26.3'W
24°25.5'N 82°40.1'W

1113A Ed. 10/1/88 LAST NM 42/90 (45/90 CG7) 49/90

Add — Dangerous wreck (PA)
24°42.4'N 81°51.2'W

1113A Ed. 10/1/88 LAST NM 49/90 (MCNM1063/90) 52/90

Add — Dangerous wreck "Rep (1988)" (PA)
27°29'45"N 83°05'56"W

1113A Ed. 10/1/88 LAST NM 52/90 (50/90 CG7) 2/91

Add — Dangerous wreck (PA)
27°28.6'N 82°45.8'W

1113A Ed. 10/1/88 LAST NM 2/91 (51/90 CG7) 4/91

Add — Dangerous wreck (PA)
26°21.3'N 81°52.5'W

1113A Ed. 10/1/88 LAST NM 4/91 (53/90 CG7) 5/91

Delete — Dangerous wreck (PA) (Supersedes 49/90-11442)
24°42.4'N 81°51.2'W

1113A Ed. 10/1/88 LAST NM 5/91 (MCNM1065/90; 2/91 CG7) 7/91

Change — Visibility (range) of lights to 43M
23°09.3'N 82°21.2'W
19M
23°08.4'N 81°47.8'W

Lights to Fl 10s 72ft 15M
23°11.2'N 82°00.8'W
Fl 8s 112ft 17M
23°05.9'N 81°28.3'W

Add — Dangerous wreck (PA)
26°25.6'N 82°10.5'W

1113A	Ed. 10/1/88 LAST NM 7/91		(CL1028/90) 10/91
	Add	Dangerous wreck (Mast) (PA)	26°27.7′N 81°59.8′W
1113A	Ed. 10/1/88 LAST NM 10/91		(6/91 CG7) 11/91
	Add	Buoys "M2" (Priv maintd)	27°18.6′N 82°43.0′W
		"M3" (Priv maintd)	27°16.6′N 82°43.3′W
1113A	Ed. 10/1/88 LAST NM 11/91		(14/91 CG7) 20/91
	Relocate	Buoy "2" close NE to	27°19.1′N 82°36.1′W
1113A	Ed. 10/1/88 LAST NM 20/91		(19/91 CG7) 24/91
	Add	Obscured sector 318°-035° to light (See 24/90-1113A)	25°58.5′N 81°44.1′W
1113A	Ed. 10/1/88 LAST NM 24/91		(20/91 CG7) 26/91
	Relocate	Buoys "F" close NW to	24°40.3′N 82°56.6′W
		"G" close E	24°41.7′N 82°55.3′W
1113A	Ed. 10/1/88 LAST NM 26/91		(Cuba LL) 33/91
	Change	Visibility (range) of light to 18M	23°09.3′N 82°21.2′W
1113A	Ed. 10/1/88 LAST NM 33/9		(28/91 CG7) 35/91
	Change	Light to Fl(2) 10s 98ft 13M (PA)	26°27.2′N 82°00.9′W
★**1114A**	Ed. 3/10/90	NEW EDITION	(NOS) 29/90
1114A	Ed. 3/10/90 LAST NM 29/90		(16, 24/90 CG7) 33/90
	Change	Visibility (range) of light to 24M	27°36.0′N 82°45.6′W
	Add	Ball topmark to buoy "T"	27°35.3′N 83°00.7′W
1114A	Ed. 3/10/90 LAST NM 33/90		(29/90 CG7; 29/90 CG8) 39/90
	Change	Color of buoy "1" to G	27°58.1′N 82°50.9′W
		Visibility (range) of light to 13M	29°55.1′N 85°22.8′W
1114A	Ed. 3/10/90 LAST NM 39/90		(46/90 CG7) 50/90
	Add	Dangerous wreck (PA)	28°44.1′N 82°55.0′W
1114A	Ed. 3/10/90 LAST NM 50/90		(50/90 CG7) 2/91
	Add	Dangerous wreck (PA)	27°28.6′N 82°45.8′W
1114A	Ed. 3/10/90 LAST NM 2/91		(9/91 CG7) 14/91
	Add	Dangerous wreck (PA)	28°17.6′N 82°52.0′W
1114A	Ed. 3/10/90 LAST NM 14/91		(10/91 CG7) 15/91
	Add	Buoys, each Y, can	
		"E"	27°53.8′N 82°51.6′W
		"C"	28°02.1′N 82°50.7′W
		"F"	27°56.5′N 82°55.1′W
		Stranded wreck (PA)	28°30.3′N 82°47.2′W
1114A	Ed. 3/10/90 LAST NM 15/91		(13/91 CG8) 18/91
	Add	Dangerous wreck (PA)	28°55.0′N 85°12.8′W
1114A	Ed. 3/10/90 LAST NM 18/91		(17/91 CG7; 16/91 CG8) 21/91
	Substitute	Wreck (PA) for dangerous wreck (PA) (Supersedes 18/91-1114A)	28°55.0′N 85°12.8′W
	Add	Stranded wreck (PA)	28°46.5′N 82°54.2′W
1114A	Ed. 3/10/90 LAST NM 21/91		(18/91 CG7) 22/91
	Delete	Stranded wreck (PA) (See 21/91-1114A)	28°46.5′N 82°54.2′W
1114A	Ed. 3/10/90 LAST NM 22/91		(25/91 CG7) 30/91
	Add	Wreck (PA)	28°47.2′N 83°01.0′W
★**1115A**	Ed. 3/30/91	NEW EDITION	(NOS; CL378/91; 23/91 CG8) 30/91
	Add	Submerged well (cov 122fms) (Previously published 21/91)	29°10.7′N 87°59.8′W
	Add	Dangerous wreck (PA) (Previously published 27/91)	30°08.1′N 89°00.6′W
	Add	Buoy "WR" G, QG	30°08.2′N 89°00.6′W

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★1115A	(Continued)		30/91
	Add	Obstruction "(Fish haven) (auth min depth 14fms)" bound by dashed line joining	29°33.4′N 87°32.2′W 29°46.5′N 87°32.2′W 29°45.8′N 87°42.0′W
		and delete all depths within area enclosed by above dashed line	
1115A	Ed. 3/30/91 LAST NM 30/91		(MCNM1116/91; 25, 28/91 CG8) 32/91
	Delete	Buoy "WR" (See 30/91-1115A)	30°08.2′N 89°00.6′W
	Add	Obstruction "(cov 46fms)"	29°15.7′N 87°25.9′W
		Dangerous wreck (PA)	30°10.8′N 87°17.7′W
1115A	Ed. 3/30/91 LAST NM 32/91		(30/91 CG8) 34/91
	Add	Depth 9½ fathoms "Rep (1991)"	30°08.5′N 87°17.9′W
1116A	Ed. 7/14/90	NEW EDITION	(NOS, 26, 35, 39, 42, 43/90 CG8) 1/91
	Delete	Dangerous wreck "(6fms rep)" (PA) (Previously published 39/90)	29°16.0′N 93°13.0′W
	Substitute	Platform for	
		submerged well (cov 12fms) and buoy	29°07.2′N 93°11.7′W
		submerged well (cov 26fms) and buoy	28°27.0′N 91°24.1′W
		submerged well (cov 10fms) and buoy	28°52.8′N 93°50.9′W
		(Previously published 39/90)	
	Add	Dangerous wreck "(6fms rep)" (PA)	29°25.1′N 93°04.9′W
		Danger circle "Obstn (7¼fms rep)" (PA)	29°15.5′N 93°12.0′W
		"Obstn (6¼fms rep)" (PA)	29°28.4′N 93°04.2′W
		"Obstn (6½fms rep)" (PA)	29°27.7′N 93°04.2′W
		Submerged well (cov 240fms)	27°56.8′N 90°30.8′W
		(cov 65fms)	28°03.7′N 91°27.7′W
		Platforms	29°01.1′N 93°10.5′W
			28°05.0′N 93°14.5′W
			28°29.5′N 90°41.8′W
			28°20.5′N 91°59.3′W
		Legend "Lightering Area (see Note T)"	29°00.0′N 93°20.0′W
			28°43.0′N 94°09.0′W
			28°25.0′N 94°34.0′W
		Note "NOTE T This area is traditionally used by tank vessels for the lightering of crude oil at anchor and while underway. Mariners are cautioned to give these vessels a wide berth due to their restricted ability to maneuver during lightering operations." (Previously published 39/90)	30°06.0′N 94°13.0′W
	Delete	Platform	28°08.6′N 91°19.5′W
			28°47.5′N 91°57.4′W
			28°41.6′N 92°41.2′W
			28°40.6′N 92°43.3′W
			28°40.7′N 92°42.2′W
		(Previously published 42/90)	
	Add	Platform	28°52.7′N 91°54.9′W
		Submerged well (cov 15fms) (Previously published 42/90)	28°46.9′N 90°13.3′W
	Delete	Platform	28°34.5′N 91°17.1′W
			27°59.6′N 91°47.0′W
			28°59.1′N 91°53.2′W
			28°01.3′N 93°01.2′W
			29°03.9′N 92°11.0′W
			29°03.8′N 92°10.8′W
		Submerged well (cov 24fms) and buoy	28°24.9′N 93°01.4′W

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			1/91
1116A	(Continued)		
	Delete	Stranded wreck (PA)	28°59.0′N 91°57.0′W 29°14.5′N 89°54.7′W
		(Previously published 48/90)	
	Substitute	Platforms for submerged well (cov 34fms) (cov 31fms) and buoy (cov 18fms) and buoy (Previously published 48/90)	28°45.1′N 89°51.9′W 28°22.8′N 91°28.3′W 28°34.9′N 91°31.3′W
	Add	Platform	28°15.0′N 94°43.3′W 29°11.3′N 93°20.1′W 28°02.2′N 90°53.5′W 28°39.7′N 89°33.1′W 28°48.2′N 91°58.1′W 28°27.3′N 89°51.1′W 28°17.9′N 91°44.6′W 28°14.1′N 91°24.7′W 28°35.1′N 91°31.1′W 28°50.5′N 91°28.5′W
		Submerged well (cov 13fms) marked by buoy R, QR HORN (Priv maintd)	28°52.7′N 91°54.9′W
		Submerged well (cov 23½fms) marked by buoy, white and orange bands (Priv maintd)	28°31.8′N 92°55.8′W
		Dangerous wreck (Masts) (PA) (Previously published 48/90)	29°12.5′N 90°00.5′W
	Substitute	Platforms for submerged well (cov 29fms) and buoy (cov 32fms)	28°23.1′N 93°45.0′W 28°15.6′N 92°49.8′W
	Change	Legend to "W Or (Priv maintd) Well (cov 15½fms)"	28°40.6′N 93°01.9′W
	Add	Dangerous wreck (PA)	29°27.6′N 92°12.9′W
		Danger circle "Obstn" (PA)	28°33.1′N 93°26.0′W
		Platform	27°55.1′N 93°48.3′W
1116A	Ed. 7/14/90 LAST NM 1/91		(44-49/90 CG8; CL861/90) 4/91
	Delete	Platforms	28°26.0′N 92°52.3′W 28°57.9′N 91°38.4′W
	Add	Platforms	28°22.2′N 92°58.6′W 28°20.9′N 91°03.8′W 28°10.1′N 92°08.4′W 28°33.1′N 91°13.5′W 28°32.8′N 93°32.2′W
		Submerged wells (cov 51fms) and buoy (cov 16fms) and buoy (cov 38fms) and buoy	28°08.5′N 91°28.5′W 28°34.3′N 91°13.8′W 28°14.4′N 90°33.8′W
		Stranded wreck (PA)	29°01.0′N 89°24.3′W 28°45.2′N 91°17.1′W 29°19.0′N 91°25.6′W
		Dangerous wreck (Masts) (PA) Dangerous wreck (PA)	29°13.2′N 89°59.6′W 29°28.8′N 94°04.3′W
		Danger circles "Obstn (6¼fms rep)" (PA) "Obstn (9¼fms rep)" (PA) "Obstn" (PA)	29°35.9′N 93°25.5′W 28°41.5′N 93°23.2′W 29°27.0′N 94°03.0′W 28°43.8′N 91°16.3′W 29°13.2′N 89°59.7′W 29°27.5′N 94°03.3′W
		Submarine pipelines between	27°54.0′N 91°30.5′W 28°15.8′N 91°39.0′W
		between	27°56.8′N 90°59.8′W 28°35.0′N 90°52.5′W

1116A Ed. 7/14/90 LAST NM 4/91

Delete	Danger circle "Wk" and buoy	(50-52/90, 2/91 CG8) 8/91 29°01.8′N 90°34.7′W
Substitute	Platform for submerged well (cov 27fms)	28°23.2′N 90°18.1′W
Add	Dangerous wreck with legend "(2.9fms rep)" (PA)	29°38.5′N 93°48.8′W
	Platforms	28°33.3′N 91°14.7′W 28°13.9′N 92°50.0′W
	Buoy R, QR (Priv maintd)	29°27.1′N 92°23.8′W

1116A Ed. 7/14/90 LAST NM 8/91

Delete	Platform	(3-7/91 CG8) 13/91 28°20.2′N 94°38.8′W 28°31.0′N 90°28.0′W
Substitute	Platform for submerged well (cov 12fms) and buoy	28°58.5′N 92°43.2′W
Add	Dangerous wreck (PA)	28°48.1′N 90°58.2′W 28°37.4′N 90°34.8′W 28°58.0′N 94°00.9′W 28°40.8′N 92°58.8′W
	Submerged well (cov 20fms) (cov 18fms) (cov 28fms) (cov 32fms)	28°25.0′N 90°49.8′W 28°30.1′N 90°34.2′W 28°13.8′N 93°22.6′W 28°16.5′N 92°40.2′W
	Platform	28°25.3′N 91°15.8′W 28°36.1′N 92°39.1′W
	Wreck (PA)	28°56.0′N 89°43.0′W

1116A Ed. 7/14/90 LAST NM 13/91

Delete	Danger circle "Obstn (9¼fms rep)" (PA) (See 4/91-1116A)	(8-10/91 CG8) 15/91 28°41.5′N 93°23.2′W
Add	Danger circles "Obstn (9¼fms rep)" (PA) "Obstn (pipe)" (PA)	28°41.6′N 93°23.2′W 28°09.7′N 93°19.3′W
	Position circle "(Pipe)" (PA)	28°42.1′N 90°56.8′W 29°25.2′N 93°06.8′W
	Platform	28°33.1′N 91°13.6′W

1116A Ed. 7/14/90 LAST NM 15/91

Delete	Platform	(11-13/91 CG8) 18/91 27°46.3′N 91°32.0′W
	Dangerous wreck (PA) (See 13/91-1116A)	28°40.8′N 92°58.8′W
Substitute	Platform for submerged well (cov 29fms) and buoy	28°24.6′N 90°16.8′W
Add	Platforms	28°45.6′N 93°26.0′W 28°13.7′N 92°01.0′W 27°46.0′N 91°31.0′W
	Submerged well (cov 13fms) marked by buoy G, QG HORN (Priv maintd)	28°47.6′N 93°13.8′W
	Submerged well (cov 45½fms) marked by buoy, white and orange bands (Priv maintd)	28°10.9′N 91°11.6′W
	Submerged well (cov 24fms) Dangerous wreck (PA) Buoy "WR" R, QR (Priv maintd)	28°28.6′N 93°04.3′W 28°41.1′N 92°59.8′W 28°41.4′N 92°59.9′W

1116A Ed. 7/14/90 LAST NM 18/91

Add	Submerged well (cov 129fms) (cov 76½fms)	(15, 16/91 CG8) 21/91 28°04.2′N 93°19.4′W 27°57.2′N 92°21.3′W
	Platform	28°40.4′N 92°32.7′W

1116A	Ed. 7/14/90 LAST NM 21/91		(17, 18/91 CG8) 24/91
	Delete	Buoy Note: Obstruction remains	28°08.6'N 91°19.4'W
	Add	Dangerous wreck (PA)	28°39.8'N 92°29.5'W
		Platforms	28°18.1'N 91°42.9'W 28°34.9'N 91°46.0'W
		Submerged well (cov 8fms) marked by buoy R, QR HORN (Priv maintd)	28°44.1'N 91°14.5'W
1116A	Ed. 7/14/90 LAST NM 24/91		(MCNM1098/91) 25/91
	Delete	Superbuoy ODAS "42017"	27°52.6'N 90°53.2'W
1116A	Ed. 7/14/90 LAST NM 25/91		(20, 22/91 CG8) 27/91
	Add	Stranded wreck (PA)	28°52.7'N 90°48.1'W
		Buoy "WR" R (Priv maintd)	28°40.8'N 92°58.8'W
		Submerged well (cov 125fms)	27°44.9'N 93°43.3'W
1116A	Ed. 7/14/90 LAST NM 27/91		(23/91 CG8) 30/91
	Substitute	Submerged well (cov 18fms) marked by buoy, white and orange bands (Priv maintd) for platform (See 13/91-1116A)	28°36.1'N 92°39.1'W
	Add	Platforms	28°51.1'N 92°05.8'W 28°55.9'N 92°34.6'W
1116A	Ed. 7/14/90 LAST NM 30/91		(24, 25/91 CG8) 31/91
	Delete	Buoy "WR" (See 27/91-1116A)	28°40.8'N 92°58.8'W
	Change	Buoy "WR" to R (Priv maintd) (See 18/91-1116A)	28°41.4'N 92°59.9'W
	Add	Danger circle "Obstn" (PA)	29°15.1'N 89°40.0'W
		Dangerous wreck (PA)	29°01.0'N 90°06.0'W
		Submerged well (cov 83fms) (cov 15½fms)	27°48.5'N 93°25.9'W 28°50.8'N 92°18.6'W
1116A	Ed. 7/14/90 LAST NM 31/91		(27, 28/91 CG8) 32/91
	Delete	Dangerous wreck (PA) Submerged well (cov 129fms) (See 21, 31/91-1116A)	29°01.0'N 90°06.0'W 28°04.2'N 93°19.4'W
	Add	Submerged well (cov 11fms) marked by buoy (Priv maintd)	28°49.0'N 94°15.7'W
1116A	Ed. 7/14/90 LAST NM 32/91		(13, 29/91 CG8) 33/91
	Change	Color of buoy "29" to G	29°35.9'N 93°48.3'W
	Add	Dangerous wreck (PA)	29°10.7'N 91°46.1'W
		Buoy "WR" R, QR	29°10.8'N 91°46.1'W
		Platform	28°16.8'N 91°48.1'W 28°20.1'N 90°54.9'W
1116A	Ed. 7/14/90 LAST NM 33/91		(25, 30/91 CG8) 34/91
	Add	Platform	28°32.8'N 89°55.8'W
		Submerged well (cov 39½fms) marked by buoy, orange and white bands (Priv maintd)	28°14.9'N 91°08.0'W
1116A	Ed. 7/14/90 LAST NM 34/91		(31/91 CG8) 35/91
	Substitute	Platform for submerged well (cov 47fms)	28°06.7'N 93°11.8'W
★1117A	Ed. 9/29/90	NEW EDITION	(NOS; 44, 46-49/90 CG8) 4/91
	Substitute	Platform for submerged well (cov 25fms) and buoy (Previously published 48/90)	28°04.2'N 95°34.6'W

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★1117A	(Continued)		4/91
	Add	Platforms	29°07.3'N 96°08.9'W
			27°45.6'N 96°38.5'W
			28°15.0'N 94°43.3'W
		Submerged well (cov 30fms) marked by buoy (Priv maintd)	27°38.1'N 96°32.5'W
		Buoy (mooring)	27°22.8'N 96°55.9'W
		Dangerous wreck (PA)	27°37.0'N 96°58.0'W
		(Previously published 48/90)	
	Substitute	Platform for submerged well (cov 17fms) and buoy	27°57.5'N 96°21.2'W
	Add	Wreck (PA)	28°13.7'N 95°12.0'W
		Dangerous wreck (PA)	29°28.8'N 94°04.3'W
		Danger circles "Obstn (pipe)" (PA)	28°29.0'N 95°16.0'W
		"Obstn" (PA)	28°25.0'N 96°19.0'W
			29°27.0'N 94°03.0'W
			29°27.5'N 94°03.3'W
1117A	Ed. 9/29/90 LAST NM 4/91		(51, 52/90 CG8) 8/91
	Substitute	Platform for submerged well (cov 14fms) and buoy	28°06.2'N 96°16.2'W
	Add	Dangerous wreck (PA)	28°43.4'N 94°56.5'W
1117A	Ed. 9/29/90 LAST NM 8/91		(3-6/91 CG8) 13/91
	Delete	Platform	28°20.2'N 94°38.8'W
	Substitute	Platform for submerged well (cov 48fms)	27°36.5'N 96°15.2'W
	Add	Dangerous wreck (PA)	28°15.8'N 95°22.9'W
			26°24.9'N 96°55.4'W
			28°51.4'N 95°16.1'W
			28°58.0'N 94°00.9'W
		Wreck (PA)	27°58.3'N 95°55.1'W
		Platform	27°09.3'N 96°50.9'W
1117A	Ed. 9/29/90 LAST NM 13/91		(CL150/91) 14/91
	Add	Obstruction "(Fish haven) (auth min depth 5fms)". E-W axis 0.9 mile by 0.5 mile wide, centered	25°58.1'N 97°04.0'W
1117A	Ed. 9/29/90 LAST NM 14/91		(12/91 CG8) 18/91
	Add	Danger circle "Obstn (pipe)" (PA)	28°46.6'N 95°11.7'W
1117A	Ed. 9/29/90 LAST NM 18/91		(15/91 CG8) 21/91
	Add	Platform	28°28.9'N 95°15.9'W
1117A	Ed. 9/29/90 LAST NM 21/91		(17/91 CG8) 24/91
	Add	Submerged well (cov 23fms) marked by buoy R, QR (Priv maintd)	26°42.6'N 96°55.6'W
1117A	Ed. 9/29/90 LAST NM 24/91		(20, 22/91 CG8) 27/91
	Delete	Platform	27°49.1'N 96°00.0'W
			27°58.3'N 95°55.2'W
	Add	Buoy (mooring)	26°07.0'N 96°07.0'W
1117A	Ed. 9/29/90 LAST NM 27/91		(23/91 CG8) 30/91
	Add	Danger circle "Obstn" (PA)	28°30.8'N 95°44.3'W
1117A	Ed. 9/29/90 LAST NM 30/91		(24/91 CG8) 31/91
	Add	Platform	28°30.9'N 95°44.7'W
1117A	Ed. 9/29/90 LAST NM 31/91		(26, 27/91 CG8) 32/91
	Substitute	Platforms for submerged well	
		(cov 12fms) and buoy	28°26.1'N 95°48.0'W
		(cov 10½fms) and buoy	28°27.7'N 95°48.4'W
	Add	Danger circle "Obstn" (PA)	27°51.6'N 96°32.2'W
		Submerged well (cov 19fms)	28°11.6'N 95°40.7'W
		Submerged well (cov 11fms) marked by buoy (Priv maintd)	28°49.0'N 94°15.7'W

1117A Ed. 9/29/90 LAST NM 32/91
Add Dangerous wreck (PA) (31/91 CG8) 35/91
27°53.2′N 96°55.7′W
28°05.9′N 96°47.2′W

★5135	2Ed. 10/16/76	NEW EDITION	(DMAHTC) N13/82
★5136	2Ed. 10/16/76	NEW EDITION	(DMAHTC) N13/82
★5137	2Ed. 10/16/76	NEW EDITION	(DMAHTC) N13/82
★5138	2Ed. 10/16/76	NEW EDITION	(DMAHTC) N13/82
★5139	2Ed. 10/16/76	NEW EDITION	(DMAHTC) N13/82
★5881		CHART CANCELED	(DMAHTC) N34/91
★5882		CHART CANCELED	(DMAHTC) N34/91
★5902		CHART CANCELED	(DMAHTC) N17/91
5903	2Ed. 3/76	NEW EDITION	(DMAHTC) N47/81
5904	2Ed. 6/78	NEW EDITION	(DMAHTC) N47/81
5905	2Ed. 11/13/76	NEW EDITION	(DMAHTC) N47/81
★5906	2Ed. 11/14/81	NEW EDITION	(DMAHTC) N52/81
★7601	1Ed. 3/4/78	NEW CHART	(DMAHC) 17/78
★7602	2Ed. 7/2/83	NEW EDITION	(DMAHTC) 33/83
★7603	1Ed. 3/13/76	NEW CHART	(DMAHC) 19/76
★7604	1Ed. 2/21/76	NEW CHART	(DMAHC) 17/76
★7605	1Ed. 4/24/76	NEW CHART	(DMAHC) 26/76
★7606	1Ed. 4/24/76	NEW CHART	(DMAHC) 26/76
★7607	1Ed. 2/18/78	NEW CHART	(DMAHC) 14/78
★7608	2Ed. 2/21/81	NEW EDITION	(DMAHTC) 17/81
★7609	3Ed. 8/20/83	NEW EDITION	(DMAHTC) 46/83
★7610	1Ed. 1/31/76	NEW CHART	(DMAHC) 14/76
★7611	1Ed. 4/24/76	NEW CHART	(DMAHC) 25/76
★7612	2Ed. 3/31/79	NEW EDITION	(DMAHTC) 20/79
★7613	1Ed. 4/10/76	NEW CHART	(DMAHC) 24/76

★7614	1Ed. 5/1/76		NEW CHART	(DMAHC) 35/76
★7616	1Ed. 1/29/77		NEW CHART	(DMAHC) 12/77
★7617	3Ed. 6/4/83 Add		NEW EDITION Legend "(Correct through NM 23/83)" in lower left margin of chart	(DMAHTC) 31/83
★7618	2Ed. 5/14/83		NEW EDITION	(DMAHTC) 28/83
★7619	2Ed. 4/18/81		NEW EDITION	(DMAHTC) 22/81
7619	2Ed. 4/18/81 Change	LAST NM 22/81 Legend "789" to "786"		(MCNM8088/88) 17/88 40°13.0'N 166°25.0'W
★7620	2Ed. 7/9/83 Add		NEW EDITION Legend "(Correct through NM 28/83)" in lower left margin of chart	(DMAHTC) 38/83
★7622	2Ed. 7/15/78		NEW EDITION	(DMAHC) 35/78
★7623	2Ed. 6/9/79		NEW EDITION	(DMAHTC) 32/79
★7624	2Ed. 10/21/78		NEW EDITION	(DMAHTC) 1/79
★7625	2Ed. 5/26/79		NEW EDITION	(DMAHTC) 29/79
★7626	1Ed. 1/28/78		NEW CHART	(DMAHC) 13/78
★7627	1Ed. 10/15/77		NEW CHART	(DMAHC) 48/77
★7628	1Ed. 1/29/77		NEW CHART	(DMAHC) 12/77
★7629	2Ed. 3/14/81		NEW EDITION	(DMAHTC) 20/81
★7630	2Ed. 6/4/83		NEW EDITION	(DMAHTC) 33/83
★7631	2Ed. 12/12/81		NEW EDITION	(DMAHTC) 8/82
★7632	2Ed. 4/30/83		NEW EDITION	(DMAHTC) 28/83
★7633	2Ed. 6/11/83		NEW EDITION	(DMAHTC) 31/83
★7634	3Ed. 8/20/83		NEW EDITION	(DMAHTC) 46/83
★7635	3Ed. 5/21/83		NEW EDITION	(DMAHTC) 28/83
★7636	1Ed. 10/11/75		NEW CHART	(DMAHC) 1/76
★7637	1Ed. 12/20/75		NEW CHART	(DMAHC) 7/76
★7638	1Ed. 1/17/76		NEW CHART	(DMAHC) 13/76
★7640	2Ed. 3/7/81		NEW EDITION	(DMAHTC) 20/81
★7641	2Ed. 6/23/79		NEW EDITION	(DMAHTC) 34/79

★7642	1Ed. 4/24/76	NEW CHART	(DMAHC) 25/76
★7643	2Ed. 12/20/80	NEW EDITION	(DMAHTC) 11/81
★7644	2Ed. 3/19/83	NEW EDITION	(DMAHTC) 23/83
★7645	2Ed. 6/18/83 Add	NEW EDITION Legend "(Correct through NM 25/83)" in lower left margin of chart	(DMAHTC) 31/83
★7646	2Ed. 6/18/83 Add	NEW EDITION Legend "(Correct through NM 25/83)" in lower left margin of chart	(DMAHTC) 31/83
★7647	2Ed. 8/20/83	NEW EDITION	(DMAHTC) 44/83
★7648	2Ed. 7/2/83	NEW EDITION	(DMAHTC) 33/83
★7649	3Ed. 9/3/83	NEW EDITION	(DMAHTC) N46/83
★7650	3Ed. 4/30/83	NEW EDITION	(DMAHTC) 35/83
★7651	1Ed. 10/18/75	NEW CHART	(DMAHC) 1/76
★7652	1Ed. 11/15/75	NEW CHART	(DMAHC) 1/76
★7653	2Ed. 9/22/79	NEW EDITION	(DMAHTC) 49/79
★7654	2Ed. 10/16/76	NEW EDITION	(DMAHC) 49/76
★7656	2Ed. 12/29/79	NEW EDITION	(DMAHTC) 10/80
7656	2Ed. 12/29/79 LAST NM 10/80 Change	Legend to "ABD AL KURI"	(US CH 62000) 25/82 12°18'N 52°19'E
★7657	2Ed. 7/28/79	NEW EDITION	(DMAHTC) 39/79
★7658	2Ed. 12/27/80	NEW EDITION	(DMAHTC) 11/81
★7659	2Ed. 1/31/81	NEW EDITION	(DMAHTC) 15/81
★7660	2Ed. 6/14/80	NEW EDITION	(DMAHTC) 40/80
★7661	2Ed. 8/23/80	NEW EDITION	(DMAHTC) 51/80
★7662	2Ed. 9/20/80	NEW EDITION	(DMAHTC) 50/80
★7663	2Ed. 12/20/80	NEW EDITION	(DMAHTC) 11/81
★7664	2Ed. 9/13/80	NEW EDITION	(DMAHTC) 50/80
★7665	3Ed. 12/13/80	NEW EDITION	(DMAHTC) 10/81
★7667	1Ed. 4/26/75	NEW CHART	(DMAHC) 29/75

7667	1Ed. 4/26/75 LAST NM 29/75			(Brazil CH 50) 15/76
	Relocate	ATOL DAS ROCAS (3°51′S 31°50′W) 120 miles westward to and centered in		3°51.0′S 33°49.5′W
		FERNANDO DE NORONHA (3°51′S 30°25′W) 122 miles westward to and centered in		3°51.0′S 32°26.5′W
★7668	1Ed. 4/12/75		NEW CHART	(DMAHC) 29/75
★7669	1Ed. 5/17/75		NEW CHART	(DMAHC) 29/75
★7670	2Ed. 8/25/79		NEW EDITION	(DMAHTC) 44/79
★7671	3Ed. 3/26/83		NEW EDITION	(DMAHTC) 22/83
★7672	2Ed. 5/7/83		NEW EDITION	(DMAHTC) 29/83
★7673	2Ed. 2/14/81		NEW EDITION	(DMAHTC) 19/81
★7674	2Ed. 3/7/81		NEW EDITION	(DMAHTC) 20/81
★7675	2Ed. 3/7/81		NEW EDITION	(DMAHTC) 20/81
★7676	1Ed. 8/27/77		NEW CHART	(DMAHC) 41/77
★7677	1Ed. 8/20/77		NEW CHART	(DMAHC) 41/77
★7678	1Ed. 7/2/77		NEW CHART	(DMAHC) 34/77
★7679	1Ed. 7/16/77		NEW CHART	(DMAHC) 38/77
★7680	1Ed. 11/22/75		NEW CHART	(DMAHC) 4/76
★7681	1Ed. 4/19/75		NEW CHART	(DMAHC) 29/75
★7682	1Ed. 5/10/75		NEW CHART	(DMAHC) 29/75
★7683	1Ed. 4/26/75		NEW CHART	(DMAHC) 29/75
★7684	1Ed. 5/75		NEW CHART	(DMAHC) 29/75
★7684	1Ed. 5/75 LAST NM 29/75			(DMAHC) 42/76
	Add	Chartlet from back of Section I		16°00′S 5°25′W
★7685	1Ed. 5/17/75		NEW CHART	(DMAHC) 29/75
★7686	1Ed. 5/3/75		NEW CHART	(DMAHC) 29/75
★7687	1Ed. 4/17/76		NEW CHART	(DMAHC) 23/76
★7688	1Ed. 7/2/77		NEW CHART	(DMAHC) 34/77
★7689	1Ed. 7/16/77		NEW CHART	(DMAHC) 36/77
★7690	1Ed. 6/25/77		NEW CHART	(DMAHC) 33/77

★7691	1Ed. 6/25/77	NEW CHART	(DMAHC) 34/77
★7692	1Ed. 6/4/77	NEW CHART	(DMAHC) 29/77
★7693	1Ed. 7/16/77	NEW CHART	(DMAHC) 35/77
★7694	1Ed. 4/5/75 LAST NM 22/75		(MCNM8041/88) 4/88
	Delete	Note "CORRECTION NOTICE" in lower left margin of chart	
	Add	Legend "(Correct through NM 31/77)" in lower left margin of chart	
★7695	1Ed. 3/29/75 LAST NM 21/75		(MCNM8041/88) 4/88
	Delete	Caution No. 4 in lower right margin of chart	
★7696	2Ed. 7/10/76	NEW EDITION	(DMAHC) 37/76
★7697	1Ed. 3/29/75	NEW CHART	(DMAHTC; MCNM8041/88) 4/88
★7698	1Ed. 4/26/75	NEW CHART	(DMAHC) 29/75
★7699	1Ed. 7/16/77	NEW CHART	(DMAHC) 35/77
★7700	1Ed. 10/15/77	NEW CHART	(DMAHC) 49/77
★7701	1Ed. 2/18/78	NEW CHART	(DMAHC) 16/78
★7702	1Ed. 11/19/77	NEW CHART	(DMAHC) 2/78
★7703	1Ed. 12/31/77	NEW CHART	(DMAHC) 8/78
★7704	1Ed. 4/5/75 LAST NM 22/75		(MCNM8041/88) 4/88
	Delete	Caution No. 4 in lower right margin of chart	
7705	1Ed. 3/75 LAST NM 18/75		(RS02013/76, 1410/76) 15/76
	Add	(Ilas Malvinas) (UK-claimed by Argentina)	52°24'S 61°00'W
★7706	1Ed. 3/15/75	NEW CHART	(DMAHTC; MCNM8041/88) 4/88
	Add	DMA Stock No. OMEGA7706 in lower right margin of chart	
★7707	1Ed. 3/22/75	NEW CHART	(DMAHTC; MCNM8041/88) 4/88
	Delete	Caution No. 3 in lower right margin of chart	
	Add	DMA Stock No. OMEGA7707 in lower right margin of chart	
★7708	1Ed. 1/3/78	NEW CHART	(DMAHC) 10/78
★7709	1Ed. 11/19/77	NEW CHART	(DMAHC) 4/78
★7710	1Ed. 3/4/78	NEW CHART	(DMAHC) 17/78
★7711	1Ed. 4/8/78	NEW CHART	(DMAHC) 23/78

★7712	1Ed. 4/8/78	NEW CHART	(DMAHC) 22/78
★7713	1Ed. 4/29/78	NEW CHART	(DMAHC) 24/78
★7714	1Ed. 3/25/78	NEW CHART	(DMAHC) 19/78
★7715	1Ed. 9/4/82	NEW CHART	(DMAHTC) 44/82
7715	1Ed. 9/4/82 LAST NM 44/82 Change	Legend "SCALE 1:2,187,400 AT LAT. 1°" to "SCALE 1:2,187,400 AT LAT. 76°" in lower right margin of chart	(DMAHTC) 22/83
★7716	1Ed. 8/14/82	NEW CHART	(DMAHTC) 43/82
★7717	1Ed. 8/28/82	NEW CHART	(DMAHTC) 44/82
★7718	1Ed. 8/28/82	NEW CHART	(DMAHTC) 45/82
★7719	1Ed. 9/18/82	NEW CHART	(DMAHTC) 46/82
★7720	1Ed. 9/4/82	NEW CHART	(DMAHTC) 44/82
★7721	1Ed. 8/15/81	NEW CHART	(DMAHTC) 40/81
★7722	1Ed. 8/1/81	NEW CHART	(DMAHTC) 42/81
★7723	1Ed. 8/29/81	NEW CHART	(DMAHTC) 46/81
★7724	1Ed. 9/19/81	NEW CHART	(DMAHTC) 46/81
★7725	1Ed. 9/5/81	NEW CHART	(DMAHTC) 46/81
★7726	1Ed. 8/29/81	NEW CHART	(DMAHTC) 43/81
★7802	2Ed. 3/6/82	NEW EDITION	(DMAHTC) 21/82
★7803	2Ed. 6/26/76	NEW EDITION	(DMAHC) 35/76
★7804	5Ed. 11/19/83	NEW EDITION	(DMAHTC) 53/83
★7805	2Ed. 11/19/83	NEW EDITION	(DMAHTC) 53/83
★7806	1Ed. 10/27/79	NEW CHART	(DMAHTC) 1/80
★7808	1Ed. 6/26/76	NEW CHART	(DMAHC) 34/76
★7809	1Ed. 6/26/76	NEW CHART	(DMAHC) 35/76
★7810	3Ed. 12/20/80	NEW EDITION	(DMAHTC) 12/81
★7811	3Ed. 9/27/80	NEW EDITION	(DMAHTC) 48/80
★7812	3Ed. 11/19/83	NEW EDITION	(DMAHTC) 53/83

★7813	2Ed. 11/19/83	NEW EDITION	(DMAHTC) 53/83
★7814	1Ed. 6/16/79	NEW CHART	(DMAHTC) 39/79
★7816	2Ed. 8/6/88	NEW EDITION	(DMAHTC) 49/88
★7817	1Ed. 10/20/79	NEW CHART	(DMAHTC) 52/79
★7818	1Ed. 9/11/76	NEW CHART	(DMAHC) 44/76
★7819	1Ed. 6/26/76	NEW EDITION	(DMAHC) 34/76
★7820	2Ed. 8/9/80	NEW EDITION	(DMAHTC) 44/80
★7821	3Ed. 1/17/81	NEW EDITION	(DMAHTC) 15/81
★7822	4Ed. 11/19/83	NEW EDITION	(DMAHTC) 53/83
★7823	5Ed. 11/19/83	NEW EDITION	(DMAHTC) 53/83
★7824	2Ed. 11/19/83	NEW EDITION	(DMAHTC) 53/83
★7825	1Ed. 4/24/76	NEW CHART	(DMAHC) 26/76
★7826	1Ed. 4/12/86	NEW CHART	(DMAHTC) 23/86
★7829	2Ed. 8/20/88	NEW EDITION	(DMAHTC) 48/88
★7830	2Ed. 4/23/88	NEW EDITION	(DMAHTC) 27/88
★7831	2Ed. 4/23/88	NEW EDITION	(DMAHTC) 27/88
7831	2Ed. 4/23/88 LAST NM 27/88 Add	Note in lower left margin of chart "Cancellation of Loran-C Rate 9970-Z. Loran-C Station 9970-Z on Yap was moved to Guam. Lines of position for 9970-Z drawn on this chart are no longer valid and should not be used."	(MCNM8161/88) 45/88
★7832	3Ed. 2/13/82	NEW EDITION	(DMAHTC) 14/82
★7835	2Ed. 9/15/79	NEW EDITION	(DMAHTC) 46/79
★7836	2Ed. 10/20/79	NEW EDITION	(DMAHTC) 51/79
★7840	1Ed. 9/6/86	NEW CHART	(DMAHTC) 4/87
★7844	2Ed. 4/2/88	NEW EDITION	(DMAHTC) 26/88
★7845	2Ed. 7/23/88	NEW EDITION	(DMAHTC) 53/88
★7846	2Ed. 5/21/88	NEW EDITION	(DMAHTC) 29/88
★7847	1Ed. 3/13/76	NEW CHART	(DMAHC) 19/76

★B3202	Ed. 5/17/80		NEW CHART (Interim edition)	(DMAHTC) N32/80
★E0101	2Ed. 1/2/88		NEW EDITION	(DMAHTC) N22/88
★E0117	1Ed. 7/31/82		NEW CHART	(DMAHTC) N37/82
★E0117	1Ed. 7/31/82 LAST NM 37/82 Add	Depth 194 fathoms		(HNNM7551/85) N37/85 76°10.0'N 8°37.0'W
★E0201			CHART CANCELED	(DMAHTC) N32/91
★E0212	1Ed. 5/2/81		NEW CHART	(DMAHTC) N26/81
★E0215	1Ed. 8/11/79 Add	island	NEW CHART	(DMAHTC; NVS5050/79) N43/79 67°08.8'N 18°42.0'W
E0215	1Ed. 8/11/79 LAST NM 43/79 Add	Depth 51 fathoms		(Ice CH 20) N2/82 67°06.1'N 15°15.5'W
★E0216	2Ed. 2/25/84		NEW EDITION	(DMAHTC) N23/84
E0216	2Ed. 2/25/84 LAST NM 23/84 Delete	R Bn (AERO)		(BA RA) N47/88 72°14'N 23°55'W
★E0217	1Ed. 3/7/81		NEW CHART	(DMAHTC) N20/81
★E0301	2Ed. 2/13/88		NEW EDITION	(DMAHTC) N22/88
★E0315	1Ed. 1/27/79		NEW CHART	(DMAHTC) N13/79
★E0401	1Ed. 5/21/83 Add	Legend "(Correct through NM 21/83)" in lower left margin of chart	NEW CHART	(DMAHTC) N32/83
★E0415	2Ed. 4/27/85 Add	Legend to lights "Oc WRG 15-11M" "Fl(2) 9M"	NEW EDITION	(DMAHTC) N39/85 69°14.1'N 53°32.1'E 68°37.3'N 53°30.6'E
E0415	2Ed. 4/27/85 LAST NM 39/85 Delete	R Bn (AERO)		(BA RA) N49/85 69°13'N 51°06'W
E0415	2Ed. 4/27/85 LAST NM 49/85 Delete	Light legends "Oc WRG 15-11M" "Fl(2) 9M" Note: Light symbols remain		(DMAHTC) N26/90 69°14.1'N 53°32.1'W 68°37.7'N 53°30.6'W
★E0416	1Ed. 6/12/82		NEW CHART	(DMAHTC) N32/82
E0416	1Ed. 6/12/82 LAST NM 32/82 Add	Depth 87 fathoms "Rep (1981)"		(NVS7295/84) N38/84 72°32.5'N 59°09.0'W
★E0501	1Ed. 12/18/82		NEW CHART	(DMAHTC) N9/83
E0501	1Ed. 12/18/82 LAST NM 9/83 Add	Depth 360 fathoms		(NVS7138/83) N1/84 0°17'30"N 40°59'00"W
E0501	1Ed. 12/18/82 LAST NM 1/84 Delete	R Bn (AERO)		(6(82)86, 10(152), 20(303)89 Rio de Janeiro) N8/91 1°23.0'S 48°29.0'W
	Add	R Bn (AERO) Depth 159 fathoms		2°30.0'S 44°19.0'W 0°41.4'S 42°09.0'W
★E0513	1Ed. 8/14/82		NEW CHART	(DMAHTC) N37/82

E0513	1Ed. 8/14/82 LAST NM 37/82		(49(1821)84 Kobenhavn) N14/85
	Relocate	R Bn (AERO) close SW to	60°41'09"N 46°36'31"W
★E0513	1Ed. 8/14/82 LAST NM 14/85		(HNNM7551/85) N37/85
	Add	Depths 84 fathoms (PA)	59°58.0'N 46°31.0'W
		79 fathoms (PA)	59°50.2'N 46°16.7'W
★E0514	1Ed. 7/17/82	NEW CHART	(DMAHTC) N37/82
E0514	1Ed. 7/17/82 LAST NM 37/82		(20(708)89 Kobenhavn) N28/89
	Add	Depths 109 fathoms	62°35.4'N 41°31.2'W
		80 fathoms	62°43.0'N 41°26.0'W
		111 fathoms	63°17.6'N 40°40.0'W
		121 fathoms	63°27.9'N 40°21.8'W
		136 fatnoms	63°35.2'N 40°13.3'W
★E0515	2Ed. 3/9/85	NEW EDITION	(DMAHTC) N21/85
★E0517	1Ed. 9/1/79	NEW CHART	(DMAHTC) N44/79
E0517	1Ed. 9/1/79 LAST NM 44/79		(NVS7095/83) N48/83
	Add	Depths 63 fathoms "Rep (1982)" (PA)	75°21.3'N 60°09.7'W
		70 fathoms "Rep (1982)" (PA)	75°54.0'N 62°04.0'W
		175 fathoms "Rep (1982)" (PA)	75°27.0'N 67°54.0'W
		175 fathoms "Rep (1982)" (PA)	74°46.0'N 59°19.0'W
E0517	1Ed. 9/1/79 LAST NM 48/83		(28(1866)85 Taunton) N36/85
	Delete	R Bn (AERO)	76°32'N 68°46'W
★E0517	1Ed. 9/1/79 LAST NM 36/85		(HNNM7551/85) N37/85
	Add	Depths 159 fathoms (PA)	75°04.6'N 66°10.7'W
		76 fathoms (PA)	75°32.1'N 65°39.9'W
★E0518	1Ed. 1/19/85	NEW CHART	(DMAHTC) N17/85
★E0614	2Ed. 10/12/85	NEW EDITION	(DMAHTC) N52/85
★E0704	1Ed. 2/13/82	NEW CHART	(DMAHTC; NVS6624/82) N16/82
	Delete	Depths 82 fathoms	18°11.7'N 63°55.3'W
		5 fathoms "Rep (1964)"	18°15.0'N 67°34.5'W
		10 fathoms "Rep (1975) (PA)"	18°24.5'N 67°40.0'W
		125 fathoms "Rep (1973)"	18°15.0'N 67°40.0'W
		192 fathoms "Rep (1973)"	18°08.8'N 67°41.0'W
		171 fathoms "Rep (1973)"	18°19.0'N 67°43.5'W
		123 fathoms "Rep (1969)"	18°23.0'N 67°45.7'W
		15 fathoms "Rep (1971)"	18°20.0'N 67°48.0'W
		40 fathoms "Rep (1957)"	18°51.5'N 68°24.3'W
		80 fathoms "Rep (1950)"	18°53.5'N 68°26.4'W
	Add	Depths 13 fathoms	17°04.0'N 62°23.0'W
		22 fathoms	17°42.7'N 63°29.2'W
		150 fathoms	18°21.9'N 63°43.6'W
E0704	1Ed. 2/13/82 LAST NM 16/82		(NVS7006/83) N36/83
	Delete	Depths 55 fathoms	18°36.0'N 67°11.3'W
		45 fathoms	18°35.7'N 67°09.1'W
		90 fathoms	17°55.0'N 67°28.0'W
	Substitute	Depth 11 fathoms for 13 fathoms	18°13.5'N 67°25.2'W
E0704	1Ed. 2/13/82 LAST NM 36/83		(37(2125)83 's-Gravenhage) N49/83
	Add	Light Gp Fl 17M	17°29.0'N 62°59.2'W
E0704	1Ed. 2/13/82 LAST NM 49/83		(NVS6056/80; MCNM7747/86) N18/86
	Delete	Depth 9 fathoms	17°23.0'N 63°45.5'W
	Add	Depth 9 fathoms	17°23.1'N 63°43.5'W
		Depth 2 fathoms 1 foot enclosed by danger circle (ED)	17°35.0'N 63°35.0'W
E0704	1Ed. 2/13/82 LAST NM 18/86		(FLIP) N44/86
	Delete	R Bn (AERO)	18°20.0'N 64°58.4'W

E0704	1Ed. 2/13/82 LAST NM 44/86		(7(120, 121)86 's-Gravenhage) N48/86
	Add	Depths 8 fathoms 2 feet	17°25.5'N 63°15.0'W
		9 fathoms 3 feet	17°21.7'N 63°19.5'W
		8 fathoms 1 foot	17°20.5'N 63°18.1'W
E0704	1Ed. 2/13/82 LAST NM 48/86		(37/85 CG7; USCG LL) N10/87
	Delete	R Bn	18°28.0'N 66°07.0'W
	Change	Light to Fl(3) 40s 181ft 24M	18°28.1'N 66°07.1'W
E0704	1Ed. 2/13/82 LAST NM 10/87		(MCNM7979/87) N42/87
	Add	Legends	
		"Rep (1957)" (PA) to	
		depth 4 fathoms 3 feet	17°28.7'N 63°15.3'W
		"Rep (1957)" to	
		depth 8 fathoms	17°28.5'N 63°19.8'W
		"Rep (1954)" to	
		depth 4 fathoms	17°31.5'N 63°21.0'W
E0704	1Ed. 2/13/82 LAST NM 42/87		(MCNM8060/88) N9/88
	Add	Buoy (mooring) IQ	17°52.1'N 64°43.1'W
E0704	1Ed. 2/13/82 LAST NM 9/88		(MCNM1030/89) N11/89
	Add	Depth 14 fathoms "Rep (1987)"	20°14.9'N 6°14.4'W
E0704	1Ed. 2/13/82 LAST NM 11/89		(MCNM1030/89) N16/89
	Add	Depth 14 fathoms "Rep (1987)"	20°14.9'N 69°14.4'W
E0704	1Ed. 2/13/82 LAST NM 16/89		(MCNM1058/90) N51/90
	Delete	Depths 32 fathoms "Rep (1950)"	18°52.6'N 68°13.6'W
		12 fathoms (ED)	18°42.5'N 68°07.0'W
		79 fathoms	18°24.4'N 68°14.0'W
E0704	1Ed. 2/13/82 LAST NM 51/90		(25(1829)91 Taunton) N34/91
	Add	Depth 83 fathoms "Rep (1991)"	18°21.5'N 67°43.0'W
★E0709	1Ed. 12/29/84	NEW CHART	(DMAHTC) N21/85
E0709	1Ed. 12/29/84 LAST NM 21/85		(1(47), 31(666, 670, 671)89 Ottawa) N22/91
	Delete	R Bns	46°16.0'N 60°07.4'W
			45°33.5'N 60°56.0'W
			45°06.0'N 61°32.5'W
			46°39.9'N 64°42.3'W
★E0710	1Ed. 2/9/85	NEW CHART	(DMAHTC) N21/85
	Change	Caution No 2 in right upper margin of chart to "The prudent mariner will not rely solely on any single aid to navigation particularly on floating aids. See paragraph No. 1 of Notice to Mariners No. 1 or Sailing Direction Planning Guides for information relative to DMAHTC Charts."	
E0710	1Ed. 2/9/85 LAST NM 21/85		(23(444), 45(866, 867)88 Ottawa) N22/91
	Delete	R Bn at lights	50°06.1'N 61°44.7'W
			50°13.3'N 64°12.5'W
			50°05.4'N 66°22.9'W
E0710	1Ed. 2/9/85 LAST NM 22/91		(MCNM1098/91) N28/91
	Add	Superbuoy ODAS "45138" Y, Fl(5) Y 20s	49°32.0'N 65°43.0'W
★E0712	1Ed. 2/12/83	NEW CHART	(DMAHTC) N16/83
★E0713	2Ed. 8/10/85	NEW EDITION	(DMAHTC) N48/85
E0713	2Ed. 8/10/85 LAST NM 48/85		(22(533)86 Ottawa) N22/91
	Delete	R Bn at light	61°18.7'N 64°52.5'W
★E0714	2Ed. 8/3/85	NEW EDITION	(DMAHTC) N48/85
★E0803	1Ed. 2/26/83	NEW CHART	(DMAHTC) N18/83

E0803	1Ed. 2/26/83 LAST NM 18/83		(NVS6958/83) N26/83
	Add	Depth 223 fathoms "Rep (1983)"	16°50.3′N 79°16.6′W
E0803	1Ed. 2/26/83 LAST NM 26/83		(NVS7072/83) N44/83
	Delete	Depths 53 fathoms "Rep (1973)"	16°03′N 79°11′W
		76 fathoms "Rep (1980)"	16°20′N 78°45′W
	Add	Legend "(ED)" to depth 223 fathoms "Rep (1983)" (See N26/83-E0803)	16°50.3′N 79°16.6′W
		Legend "(PA)" to depths	
		291 fathoms "Rep (1982)"	15°57′N 78°23′W
		311 fathoms "Rep (1982)"	15°54′N 78°24′W
E0803	1Ed. 2/26/83 LAST NM 44/83		(45(2902)83 Taunton) N53/83
	Add	Depth 233 fathoms	15°45.9′N 22°10.9′W
E0803	1Ed. 2/26/83 LAST NM 53/83		(DMAHTC) N2/84
		(Cancels N53/83-E0803)	
E0803	1Ed. 2/26/83 LAST NM 2/84		(NVS7214/84) N13/84
	Add	Depth 89 fathoms "Rep (1983)" (PA)	13°47.0′N 79°04.4′W
E0803	1Ed. 2/26/83 LAST NM 13/84		(NVS7214/84) N15/84
	Add	Depths 287 fathoms "Rep (1983)" (PA)	14°10.4′N 78°27.1′W
		275 fathoms "Rep (1983)" (PA)	14°11.8′N 78°04.0′W
		202 fathoms "Rep (1983)" (PA)	14°43.4′N 77°48.3′W
		244 fathoms "Rep (1983)" (PA)	14°55.6′N 77°45.4′W
		212 fathoms "Rep (1983)" (PA)	12°26.8′N 79°34.2′W
		142 fathoms "Rep (1983)" (PA)	12°24.1′N 79°39.0′W
		150 fathoms "Rep (1983)" (PA)	12°15.0′N 79°47.7′W
E0803	1Ed. 2/26/83 LAST NM 15/84		(20(2035)84 Hamburg) N28/84
	Add	Stranded wreck	11°04.8′N 74°54.7′W
E0803	1Ed. 2/26/83 LAST NM 28/84		(20(2035)84 Hamburg) N37/84
	Add	Legend "(PA)" to stranded wreck (See 28/84-E0803)	11°04.8′N 74°54.7′W
E0803	1Ed. 2/26/83 LAST NM 37/84		(MCNM7827/86) N43/86
	Add	Depths 283 fathoms (PA)	15°53.0′N 78°25.0′W
		282 fathoms (PA)	15°57.5′N 78°25.0′W
E0803	1Ed. 2/26/83 LAST NM 43/86		(14/89, 12/90 Bogota; 48(3611)88 Taunton; Col LL) N12/91
	Substitute	Dangerous wreck for stranded wreck and change light to Fl 10M	10°22.9′N 75°38.8′W
	Change	Visibility (range) of lights to 22M	10°57.8′N 75°00.7′W
		13M	10°48.0′N 75°15.6′W
		Characteristic of light to Fl(3)	11°15.1′N 74°14.5′W
		Lights to Fl 24M	10°34.3′N 75°30.2′W
		Fl(2) 23M	10°19.5′N 75°35.2′W
		Fl(3) 15M	10°13.8′N 75°44.2′W
★E0804	1Ed. 9/18/82	NEW CHART	(DMAHTC; NVS6803/82) N48/82
	Delete	Depths 9 fathoms	18°00.5′N 78°04.1′W
		13 fathoms	17°57.1′N 78°06.1′W
		4 fathoms 4 feet	17°50.0′N 77°59.0′W
		33 fathoms "Rep (1967)"	18°20.8′N 74°58.6′W
	Add	Depths 4 fathoms 3 feet	21°05.8′N 71°18.6′W
		314 fathoms	19°47.5′N 79°13.5′W
		227 fathoms	18°16.5′N 76°02.8′W
		12 fathoms	18°00.0′N 78°04.5′W
		17 fathoms	17°57.2′N 78°06.0′W
		13 fathoms	17°50.0′N 77°58.0′W
		29 fathoms	17°33.4′N 78°15.4′W
		24 fathoms	17°32.0′N 78°13.0′W
		15 fathoms	17°31.6′N 78°17.3′W
		11 fathoms	17°31.2′N 77°15.0′W
		23 fathoms	17°29.3′N 78°22.7′W
		6 fathoms "Rep"	18°23.5′N 74°33.0′W
		278 fathoms "Rep (1978)"	18°16.0′N 74°55.0′W
		11 fathoms "Rep (1978)"	17°32.1′N 77°03.6′W
		13 fathoms "Rep (1981)"	17°12.2′N 77°22.3′W

(continued on next page)

★E0804	(Continued)		N48/82
	Add	Legend "ED" to depth 4 fathoms 4 feet	18°17.0'N 74°51.0'W
E0804	1Ed. 9/18/82 LAST NM 48/82		(NVS6781, 6813/82) N50/82
	Delete	Depths 8 fathoms	18°25.0'N 74°53.2'W
		18 fathoms	18°25.0'N 74°47.0'W
		4 fathoms 4 feet (ED)	18°17.0'N 74°51.0'W
		8 fathoms	18°19.5'N 74°57.0'W
		278 fathoms "Rep 1978"	18°16.0'N 74°55.0'W
		(See 48/82-E0804)	
E0804	1Ed. 9/18/82 LAST NM 50/82		(2(159)83 Taunton) N8/83
	Substitute	Depth 112 fathoms "Rep (1978)" for 14 fathoms "Rep (1978)"	22°06.8'N 74°23.9'W
E0804	1Ed. 9/18/82 LAST NM 8/83		(9(625)83 Taunton) N15/83
	Add	Depth 236 fathoms	18°20.0'N 74°51.5'W
E0804	1Ed. 9/18/82 LAST NM 15/83		(NVS6958/83) N26/83
	Add	Depth 144 fathoms "Rep (1983)"	17°01.0'N 79°31.5'W
E0804	1Ed. 9/18/82 LAST NM 26/83		(NVS6996/83) N34/83
	Delete	Depth 11 fathoms	22°16.5'N 75°11.0'W
	Add	Depth 9¾ fathoms	22°15.9'N 75°11.3'W
E0804	1Ed. 9/18/82 LAST NM 34/83		(NVS7066, 7072/83) N44/83
	Delete	Depth 9 fathoms "Rep (1971)"	17°11'N 79°21'W
	Add	Depth 320 fathoms	20°32.3'N 70°26.5'W
		Legend "(ED)" to depth 144 fathoms "Rep (1983)" (See N26/83-E0804)	17°01.0'N 79°31.5'W
E0804	1Ed. 9/18/82 LAST NM 44/83		(41(2619)83 Taunton) N50/83
	Add	Depth 299 fathoms	22°06.0'N 73°06.8'W
E0804	1Ed. 9/18/82 LAST NM 50/83		(NVS7189, 7190/84) N8/84
	Add	Depths 2 fathoms 2 feet	18°37.1'N 73°10.9'W
		6 fathoms	22°16.5'N 75°11.7'W
E0804	1Ed. 9/18/82 LAST NM 8/84		(NVS7214/84) N15/84
	Add	Depth 198 fathoms "Rep (1983)" (PA)	17°36.0'N 79°53.7'W
E0804	1Ed. 9/18/82 LAST NM 15/84		(NVS7258/84) N23/84
	Add	Legend "CAUTION NO 3"	18°02'00"N 78°05'00"W
		Caution No. 3 to cautions note in lower right margin of chart "3. Depths less than 10 fathoms are reported in the vicinity of New Bank (1984)."	
E0804	1Ed. 9/18/82 LAST NM 23/84		(NVS7330/84) N42/84
	Delete	Depths	
		15 fathoms	18°20'N 74°32'W
		15 fathoms "Rep (1973)" (PA)	17°26'N 75°20'W
E0804	1Ed. 9/18/82 LAST NM 42/84		(HNNM7520/85) N33/85
	Delete	Depth 31 fathoms	22°29.1'N 73°11.3'W
E0804	1Ed. 9/18/82 LAST NM 33/85		(HNNM7597-98/85) N44/85
	Add	Depths 11 fathoms 1 foot	22°52.6'N 74°49.2'W
		272 fathoms	18°57.7'N 73°29.4'W
		285 fathoms	19°01.0'N 73°33.7'W
		258 fathoms	19°05.7'N 73°38.0'W
E0804	1Ed. 9/18/82 LAST NM 44/85		(MCNM7927/87) N32/87
	Add	Depth 28 fathoms (ED)	18°22.0'N 74°46.1'W
E0804	1Ed. 9/18/82 LAST NM 32/87		(MCNM8057, 8059/88) N9/88
	Delete	Depth 70 fathoms	17°33.0'N 71°38.4'W
	Add	Rock awash "Rep (1988)" (PA)	22°00.0'N 76°08.7'W
E0804	1Ed. 9/18/82 LAST NM 9/88		(MCNM8123/88) N32/88
	Substitute	Depth 207 fathoms for 234 fathoms	20°50.5'N 74°01.3'W

E0804	1Ed. 9/18/82 LAST NM 32/88		(MCNM8147/88) N41/88
	Delete	Depths 25 fathoms "Rep (1978)"	22°06.8'N 74°24.0'W
		112 fathoms "Rep (1978)"	22°06.8'N 74°23.9'W
		250 fathoms "(PA)", blue tint and dashed-line circle	22°08.0'N 74°24.5'W
	Add	Depth 273 fathoms	22°06.5'N 74°23.5'W
E0804	1Ed. 9/18/82 LAST NM 41/88		(MCNM8078/88) N43/88
	Delete	Depths 35 fathoms "Rep (1973)"	17°19.2'N 75°19.6'W
		10 fathoms	17°14.2'N 75°24.5'W
		14 fathoms	17°09.9'N 75°20.1'W
		15 fathoms	17°07.2'N 75°26.3'W
	Add	Depths 13 fathoms 2 feet	17°12.9'N 75°25.0'W
		14 fathoms 4 feet	17°14.1'N 75°24.9'W
		27 fathoms	17°11.0'N 75°25.1'W
		31 fathoms	17°15.3'N 75°24.5'W
E0804	1Ed. 9/18/82 LAST NM 43/88		(MCNM8159/88) N50/88
	Delete	Depth 60 fathoms	17°24'N 71°43'W
E0804	1Ed. 9/18/82 LAST NM 50/88		(NVS7456/85) N28/89
	Delete	Depth 14 fathoms "Rep (1943)"	17°27.6'N 76°16.0'W
	Add	Depth 14 fathoms "Rep (1985)" (PA)	17°27.0'N 76°20.0'W
E0804	1Ed. 9/18/82 LAST NM 28/89		(MCNM1102/89) N38/89
	Add	Depth 8 fathoms 5 feet	21°49.6'N 76°18.8'W
E0804	1Ed. 9/18/82 LAST NM 38/89		(25(58)89 Brest) N23/90
	Add	Depth 170 fathoms	17°51.0'N 75°06.6'W
★E0807	1Ed. 9/5/81	NEW CHART	(DMAHTC) N45/81
E0807	1Ed. 9/5/81 LAST NM 45/81		(21/83 CG3) N33/83
	Relocate	R Bn (40°37.2'N 73°13.2'W) to	40°38.3'N 73°18.9'W
E0807	1Ed. 9/5/81 LAST NM 33/83		(MCNM8186/88) N14/89
	Delete	Buoy	39°00.0'N 70°00.0'W
	Add	Superbuoy ODAS "44004", red and yellow, Fl(4) 30s	38°30.0'N 70°42.0'W
E0807	1Ed. 9/5/81 LAST NM 14/89		(CL380/90) N25/90
	Add	Danger circle "Unexploded ordnance Rep (1990)"	36°12.7'N 74°12.5'W
E0807	1Ed. 9/5/81 LAST NM 25/90		(MCNM1098/91) N22/91
	Relocate	Superbuoy ODAS (38°30.0'N 70°42.0'W) to	38°30.0'N 70°38.6'W
	Add	Superbuoys ODAS with light flare symbol	36°35.0'N 74°50.0'W
			37°32.1'N 74°23.5'W
E0807	1Ed. 9/5/81 LAST NM 22/91		(24/91 CG5) N28/91
	Delete	R Bns	38°47.3'N 74°34.7'W
			38°27.3'N 74°41.8'W
E0807	1Ed. 9/5/81 LAST NM 28/91		(MCNM1116/91) N30/91
	Add	Obstruction "(cov 1280fms)"	38°30.0'N 70°42.0'W
★E0818	1Ed. 2/16/85	NEW CHART	(DMAHTC) N21/85
★E0901	2Ed. 4/30/88	NEW EDITION	(DMAHTC) N31/88
E0901	2Ed. 4/30/88 LAST NM 31/88		(MCNM1062/89) N25/89
	Delete	Depth 140 fathoms	1°33'S 89°27'W
★E0902	2Ed. 5/28/88	NEW EDITION	(DMAHTC) N35/88
E0902	2Ed. 5/28/88 LAST NM 35/88		(MCNM1028/89) N11/89
	Delete	Depth 276 fathoms	6°01.0'N 79°19.7'W
	Substitute	Depth 1245 fathoms for 245 fathoms	5°12.3'N 80°42.5'W
E0902	2Ed. 5/28/88 LAST NM 11/89		(MCNM1075/89) N29/89
	Add	Depth 387 fathoms "Rep"	7°34'N 84°50'W

E0902	2Ed. 5/28/88 LAST NM 29/89		(MCNM1101/89) N38/89
	Add	Depth 52 fathoms "Rep (1984)"	9°51.0'N 85°48.6'W
E0902	2Ed. 5/28/88 LAST NM 38/89		(MCNM1006/90) N8/90
	Add	Depth 305 fathoms	5°41.1'N 86°56.1'W
★E0903	1Ed. 8/8/81	NEW CHART	(DMAHTC; US LL) N40/81
	Change	Lights to Fl(2) 12M	14°29.0'N 81°09.0'W
		Fl(2) 12M	14°16.5'N 80°24.0'W
		Fl(2) 16M	13°18.7'N 81°23.3'W
		Fl(2) 17M	10°00.0'N 83°01.0'W
		Fl(2) 11M	13°35.0'N 80°05.5'W
E0903	1Ed. 8/8/81 LAST NM 40/81		(34(2002)81 Taunton) N1/82
	Add	Depth 88 fathoms "Rep (1981)"	16°50.5'N 80°56.0'W
E0903	1Ed. 8/8/81 LAST NM 1/82		(9/82 Bogota) N34/82
	Change	Lights to Fl 13M	13°35.0'N 80°05.5'W
		Fl 14M	14°16.5'N 80°24.0'W
		Fl 13M	14°29.0'N 81°09.0'W
E0903	1Ed. 8/8/81 LAST NM 34/82		(16(975)82 Taunton) N39/82
	Add	Depth 39 fathoms "Rep (1982)"	15°55.0'N 87°59.7'W
E0903	1Ed. 8/8/81 LAST NM 39/82		(NVS6787/82) N45/82
	Change	Light to Fl 20M and delete R Bn and legend "Exting (1976)"	15°50.0'N 87°57.8'W
E0903	1Ed. 8/8/81 LAST NM 45/82		(NVS6930/83) N22/83
	Add	Depth 10 fathoms 5 feet "Rep (1983)"	10°05.6'N 87°09.5'W
E0903	1Ed. 8/8/81 LAST NM 22/83		(NVS7010/83) N36/83
	Add	Depth 36 fathoms and relocate depth contour (100-fathom) close E to include above depth	16°04.5'N 81°11.5'W
E0903	1Ed. 8/8/81 LAST NM 36/83		(BA CH 1218; US LL) N45/83
	Delete	Stranded wrecks	14°09.0'N 81°09.5'W
			14°14.0'N 81°08.5'W
			14°16.5'N 81°08.0'W
			14°20.0'N 81°06.0'W
			14°20.5'N 81°09.5'W
	Add	Stranded wreck	14°20.0'N 81°08.0'W
E0903	1Ed. 8/8/81 LAST NM 45/83		(NVS0011/83) N52/83
	Add	Depths 75 fathoms "Rep (1983)"	12°32.5'N 88°14.9'W
		37 fathoms "Rep (1983)"	12°24.7'N 88°17.2'W
		65 fathoms "Rep (1983)"	12°29.1'N 88°25.3'W
		255 fathoms "Rep (1983)"	12°20.0'N 88°20.4'W
E0903	1Ed. 8/8/81 LAST NM 52/83		(NVS7147/83) N3/84
	Add	Depths	
		158 fathoms "Rep (1983)" (PA)	16°58.5'N 80°42.2'W
		133 fathoms "Rep (1983)" (PA)	16°58.5'N 80°36.0'W
		218 fathoms "Rep (1983)" (PA)	16°51.8'N 80°16.1'W
		143 fathoms "Rep (1983)" (PA)	16°54.3'N 80°18.9'W
		221 fathoms "Rep (1983)" (PA)	16°55.6'N 80°12.4'W
		143 fathoms "Rep (1983)" (PA)	16°57.5'N 80°14.5'W
		118 fathoms "Rep (1983)" (PA)	16°59.1'N 80°16.3'W
		228 fathoms "Rep (1983)" (PA)	11°33.1'N 82°52.0'W
E0903	1Ed. 8/8/81 LAST NM 3/84		(NVS7173, 7178/84) N6/84
	Add	Depths 155 fathoms "Rep (1983)"	11°15.7'N 82°50.0'W
		6 fathoms "Rep (1983)"	16°53.2'N 80°48.2'W
E0903	1Ed. 8/8/81 LAST NM 6/84		(NVS7194/84) N12/84
	Add	Depth 17 fathoms "Rep (1983)" (PA)	13°06.2'N 82°19.7'W
E0903	1Ed. 8/8/81 LAST NM 12/84		(NVS7214/84) N13/84
	Add	Depth 96 fathoms "Rep (1983)" (PA)	11°30.8'N 80°05.5'W

E0903	1Ed. 8/8/81 LAST NM 13/84		(NVS7226/84) N17/84
	Add	Depths 29 fathoms "Rep (1983)" (PA)	11°53.1′N 82°55.4′W
		65 fathoms "Rep (1983)" (PA)	16°26.4′N 83°17.9′W
		269 fathoms "Rep (1983)" (PA)	16°32.0′N 83°35.0′W
		254 fathoms "Rep (1983)" (PA)	16°33.4′N 83°12.5′W
		224 fathoms "Rep (1983)" (PA)	16°47.7′N 82°42.7′W
		254 fathoms "Rep (1983)" (PA)	16°56.9′N 81°45.3′W
		209 fathoms "Rep (1983)" (PA)	16°57.6′N 81°37.8′W
		16 fathoms "Rep (1983)" (PA)	16°15.0′N 83°39.4′W
E0903	1Ed. 8/8/81 LAST NM 17/84		(NVS7276/84) N26/84
	Add	Depths 201 fathoms "Rep (1984)" (PA)	16°16.6′N 83°54.4′W
		183 fathoms "Rep (1984)" (PA)	16°12.4′N 85°33.9′W
		147 fathoms "Rep (1984)" (PA)	16°12.2′N 86°50.5′W
		103 fathoms "Rep (1984)" (PA)	16°12.2′N 87°03.0′W
		116 fathoms "Rep (1984)" (PA)	16°11.9′N 87°14.8′W
E0903	1Ed. 8/8/81 LAST NM 26/84		(NVS7282/84) N28/84
	Add	Depth 273 fathoms "Rep (1984)" (PA)	15°56.2′N 88°08.4′W
E0903	1Ed. 8/8/81 LAST NM 28/84		(HNNM7478/85) N27/85
	Add	Depths 6 fathoms 3 feet	16°05′05″N 86°11′48″W
		9 fathoms 2 feet	16°05′14″N 86°17′08″W
E0903	1Ed. 8/8/81 LAST NM 27/85		(HNNM7586/85) N41/85
	Add	Depth 5 fathoms 5 feet	16°03.8′N 86°29.9′W
E0903	1Ed. 8/8/81 LAST NM 41/85		(HNNM7658/85) N3/86
	Add	Depths 250 fathoms (PA)	11°53.0′N 82°17.4′W
		180 fathoms (PA)	11°53.7′N 82°47.2′W
E0903	1Ed. 8/8/81 LAST NM 3/86		(1(99)86 Taunton) N14/86
	Add	Depth 16 fathoms "Rep (1985)" enclosed by danger circle	15°59′N 81°01′W
E0903	1Ed. 8/8/81 LAST NM 14/86		(MCNM7858/86) N51/86
	Add	Depths 287 fathoms "Rep (1986)" (PA)	13°36.8′N 80°28.7′W
		219 fathoms "Rep (1986)" (PA)	13°27.6′N 80°27.1′W
E0903	1Ed. 8/8/81 LAST NM 51/86		(MCNM7942/87) N24/87
	Add	Depths 184 fathoms "Rep (1987)" (PA)	14°24.2′N 80°03.9′W
		292 fathoms "Rep (1987)" (PA)	14°21.7′N 80°00.8′W
E0903	1Ed. 8/8/81 LAST NM 24/87		(MCNM8018, 8020/87) N49/87
	Delete	Depth 10 fathoms "Rep (1968)"	14°29.0′N 80°28.0′W
	Add	Depths 161 fathoms	16°05.7′N 87°33.5′W
		9 fathoms 5 feet	16°03.5′N 87°26.9′W
		10 fathoms 4 feet	16°15.5′N 87°22.0′W
		19 fathoms	16°06.4′N 87°15.2′W
		23 fathoms	16°07.8′N 87°16.2′W
		11 fathoms 1 foot	16°23.1′N 86°21.2′W
		12 fathoms	16°23.9′N 86°17.1′W
E0903	1Ed. 8/8/81 LAST NM 49/87		(MCNM8169/88) N48/88
	Delete	Depths 27 fathoms "Rep (1965)"	16°58.8′N 82°17.1′W
		10 fathoms 4 feet	16°15.5′N 87°22.0′W
		(See N49/87-E0903)	
	Add	Depth 10 fathoms 4 feet	16°06.3′N 87°22.0′W
E0903	1Ed. 8/8/81 LAST NM 48/88		(MCNM1074/89) N29/89
	Add	Depths 277 fathoms "Rep (1988)" (PA)	16°33.0′N 85°13.1′W
		239 fathoms "Rep (1988)" (PA)	16°32.1′N 85°24.3′W
		386 fathoms "Rep (1988)" (PA)	16°26.8′N 85°37.5′W
★**E0904**	1Ed. 5/7/83	NEW CHART	(DMAHTC; NVS6151/80, 6958/83) N32/83
	Delete	Legend "Rep (1977)"	20°04.5′N 82°08.2′W
	Add	Depth 95 fathoms	17°03.5′N 80°23.0′W
		Legend "(Correct through NM 19/83)" in lower left margin of chart	
E0904	1Ed. 5/7/83 LAST NM 32/83		(SCT 3(55)82 Mexico, D.F.; NVS7014/83) N37/83
	Add	Light Fl(2) 13M (PA)	18°36′N 87°20′W
E0904	1Ed. 5/7/83 LAST NM 37/83		(3(7)83 Habana) N48/83
	Change	Visibility (range) of light to 19M	21°27.2′N 82°55.0′W

E0904	1Ed. 5/7/83 LAST NM 48/83		(10(34)83 Habana) N52/83
	Add	Light Fl 15M	23°08.7'N 81°47.8'W
E0904	1Ed. 5/7/83 LAST NM 52/83		(NVS7147/83) N3/84
	Add	Depths	
		288 fathoms "Rep (1983)" (PA)	17°00.7'N 81°02.2'W
		108 fathoms "Rep (1983)" (PA)	17°00.9'N 80°26.5'W
		108 fathoms "Rep (1983)" (PA)	17°00.2'N 80°18.4'W
E0904	1Ed. 5/7/83 LAST NM 3/84		(2(128, 130-82)83 Mexico, D.F.; BA LL) N6/84
	Add	Lights Fl(4) 11M (PA)	21°02.4'N 86°47.1'W
		Fl 11M (PA)	20°46.3'N 86°58.0'W
E0904	1Ed. 5/7/83 LAST NM 6/84		(NVS7234/84) N18/84
	Add	Depths 291 fathoms "Rep (1984)" (PA)	22°23.0'N 86°25.7'W
		208 fathoms "Rep (1984)" (PA)	22°32.0'N 86°35.0'W
		195 fathoms "Rep (1984)" (PA)	22°36.4'N 86°41.0'W
		191 fathoms "Rep (1984)" (PA)	22°44.6'N 86°47.0'W
		188 fathoms "Rep (1984)" (PA)	22°50.1'N 86°52.3'W
		191 fathoms "Rep (1984)" (PA)	22°55.0'N 86°57.7'W
E0904	1Ed. 5/7/83 LAST NM 18/84		(NVS7291/84; US CH 28167) N32/84
	Add	Stranded wrecks	17°09.6'N 87°35.3'W
			17°07.5'N 87°35.8'W
			17°12.9'N 87°31.5'W
			17°28.5'N 87°28.1'W
		(PA)	17°08.5'N 87°35.1'W
		(conspic) (PA)	17°16.9'N 87°31.5'W
E0904	1Ed. 5/7/83 LAST NM 32/84		(HNNM7491/85) N28/85
	Delete	Depth 100 fathoms "Rep (1967)"	23°58'N 88°57'W
	Add	Depth 43 fathoms	23°39.5'N 89°05.5'W
E0904	1Ed. 5/7/83 LAST NM 28/85		(HNNM7687/86) N30/86
	Add	Racon at light	22°18'N 84°40'W
E0904	1Ed. 5/7/83 LAST NM 30/86		(MCNM7841/86) N45/86
	Add	Depths 9 fathoms "Rep (1986)" (PA)	21°53'N 86°20'W
		8 fathoms "Rep (1986)" (PA)	21°57'N 86°25'W
E0904	1Ed. 5/7/83 LAST NM 45/86		(MCNM7923/87) N14/87
	Add	Depth 112 fathoms "Rep (1986)"	23°50.1'N 87°28.5'W
E0904	1Ed. 5/7/83 LAST NM 14/87		(BA CH 1220) N17/87
	Add	Depth 49 fathoms "Rep (1965)" (ED)	17°03'N 87°38'W
E0904	1Ed. 5/7/83 LAST NM 17/87		(MCNM7936/87) N21/87
	Add	Depths 85 fathoms	18°21.5'N 83°44.0'W
		11 fathoms	18°21.9'N 84°14.6'W
		15 fathoms	18°48.7'N 83°14.9'W
E0904	1Ed. 5/7/83 LAST NM 21/87		(26(57)88 Hamburg) N36/88
	Substitute	Depth 8 fathoms enclosed by danger circle "Rep (1988)" for 20 fathoms "Rep (1979)"	23°37'N 87°19'W
E0904	1Ed. 5/7/83 LAST NM 36/88		(MCNM8169/88) N48/88
	Delete	Depths 17 fathoms	18°37.0'N 83°08.5'W
		14 fathoms "Rep (1980)" (PA)	18°38.4'N 83°12.1'W
		13 fathoms	18°34.1'N 83°24.8'W
		4 fathoms "Rep (1956)"	18°29.3'N 83°50.9'W
		15 fathoms	18°35.0'N 83°46.0'W
		18 fathoms	18°35.0'N 83°50.0'W
		21 fathoms "Rep (1955)"	18°43.4'N 84°07.3'W
		10 fathoms "Rep (1968)" (PA)	18°43.1'N 84°04.8'W
		17 fathoms	18°24.8'N 84°10.0'W
		22 fathoms "Rep (1958)"	18°28.5'N 84°16.8'W
E0904	1Ed. 5/7/83 LAST NM 48/88		(MCNM8169/88) N50/88
	Substitute	Depth 10 fathoms for 8 fathoms	20°23.5'N 80°27.8'W
E0904	1Ed. 5/7/83 LAST NM 50/88		(MCNM1052/90) N48/90
	Add	Depth 229 fathoms	19°19.5'N 81°39.9'W
E0904	1Ed. 5/7/83 LAST NM 48/90		(36(2758)87 Taunton; 5(65)89 Habana; Cuba LL) N5/91
	Delete	Light	22°13.9'N 84°43.8'W
	Change	Visibility (range) of light to 40M	21°52.1'N 84°56.8'W
		Characteristic of light to L Fl	22°42.3'N 84°01.2'W

E0904	1Ed. 5/7/83 LAST NM 5/91		(MCNM1065/90) N7/91
	Delete	Light	23°01.5'N 82°45.0'W
	Change	Visibility (range) of lights to 46M	23°00.0'N 83°13.0'W
		12M	22°59.0'N 83°09.2'W
		19M	23°00.0'N 82°58.8'W
		43M	23°09.1'N 82°21.1'W
		15M	23°11.0'N 82°00.7'W
		19M	23°08.7'N 81°47.8'W
		17M	23°05.9'N 81°28.0'W
	Add	Light Fl 17M	23°01.7'N 82°46.0'W
E0904	1Ed. 5/7/83 LAST NM 7/91		(BA LL) N20/91
	Change	Visibility (range) of light to 43M	21°40.0'N 81°02.5'W
E0904	1Ed. 5/7/83 LAST NM 20/91		(Cuba LL) N33/91
	Change	Visibility (range) of lights to 16M	23°00.0'N 83°13.0'W
		18M	23°09.1'N 82°21.1'W
★E0916	1Ed. 11/10/84	NEW CHART	(DMAHTC) N9/85
★E1001	2Ed. 6/4/88	NEW EDITION	(DMAHTC) N35/88
★E1002	2Ed. 10/29/88	NEW EDITION	(DMAHTC) N14/89
★E1004	1Ed. 5/1/82	NEW CHART	(DMAHTC; US CH 28302) N29/82
	Change	Legend "CATALOG 1-N-S" to "CATALOG 1-N-A" in upper right corner of chart	
	Add	R Bn	19°09.3'N 96°08.6'W
E1004	1Ed. 5/1/82 LAST NM 29/82		(43(3112)90 Taunton) N51/90
	Delete	Depth 80 fathoms	19°56'N 92°24'W
★E1005	1Ed. 5/8/82	NEW CHART	(DMAHTC; 15/80 CG8) N30/82
	Delete	Buoy	26°00'N 90°00'W
	Relocate	Buoy (26°00'N 93°30'W) to	26°00'N 93°24'W
E1005	1Ed. 5/8/82 LAST NM 30/82		(10/84 CG8) N14/84
	Add	Wreck (PA)	27°49'00"N 90°45'30"W
E1005	1Ed. 5/8/82 LAST NM 14/84		(34/85 CG8) N36/85
	Relocate	Buoy (26°00'N 93°24'W) to	25°58'00"N 93°32'24"W
E1005	1Ed. 5/8/82 LAST NM 36/85		(MCNM1098/91) N22/91
	Relocate	Superbuoy ODAS (25°58.0'N 93°32.4'W) to	25°55.5'N 93°35.2'W
E1005	1Ed. 5/8/82 LAST NM 22/91		(MCNM1116/91) N30/91
	Add	Obstruction "(cov 1443fms)"	25°58.0'N 93°32.4'W
★E1016	1Ed. 11/24/84	NEW CHART	(DMAHTC) N9/85
★E1101	2Ed. 11/19/88	NEW EDITION	(DMAHTC) N29/89
★E1102	1Ed. 1/2/82	NEW CHART	(DMAHTC) N15/82
E1102	1Ed. 1/2/82 LAST NM 15/82		(DMAHTC) N33/82
	Change	Legend "CATALOG 1-N-S" to "CATALOG 1-N-A" in upper right corner of chart	
E1102	1Ed. 1/2/82 LAST NM 33/82		(NVS6821/82) N52/82
	Add	Depth 60 fathoms "Rep (1982)"	5°05'N 108°18'W
★E1103	2Ed. 9/30/89	NEW EDITION	(DMAHTC) N2/90
★E1104	1Ed. 1/15/83	NEW CHART	(DMAHTC) N14/83

E1104	1Ed. 1/15/83 LAST NM 14/83 Add	Depth 165 fathoms "Rep (1983)" Legend "(Correct through NM 3/83)" in lower left margin of chart	(NVS7017/83) N37/83 19°11.5'N 105°00.0'W
E1104	1Ed. 1/15/83 LAST NM 37/83 Add	Depth 165 fathoms "Rep (1983)"	(31(2035)83 Taunton) N39/83 22°56.0'N 109°31.9'W
E1104	1Ed. 1/15/83 LAST NM 39/83 Add	Depths 51 fathoms "Rep (1983)" 67 fathoms "Rep (1983)" 110 fathoms "Rep (1983)"	(NVS7119/83) N51/83 22°16'30"N 106°16'30"W 22°22'45"N 106°18'15"W 22°29'30"N 106°20'30"W
E1104	1Ed. 1/15/83 LAST NM 51/83 Add	Depth 255 fathoms (PA)	(HNNM7565/85) N38/85 22°44.3'N 107°34.4'W
E1104	1Ed. 1/15/83 LAST NM 38/85 Add	Depth 6 fathoms 1 foot "Rep (1985)" (PA)	(40(2676)85 Taunton) N50/85 19°16.1'N 105°01.0'W
E1104	1Ed. 1/15/83 LAST NM 50/85 Change	Light to Fl(2) 14M	(45(3245)90 Taunton) N52/90 17°16'N 101°03'W
★E1116	1Ed. 1/19/85	NEW CHART	(DMAHTC) N40/85
★E1201	1Ed. 3/31/84	NEW CHART	(DMAHTC) N37/84
★E1202	1Ed. 2/26/83	NEW CHART	(DMAHTC) N25/83
★E1203	1Ed. 3/5/83	NEW CHART	(DMAHTC) N25/83
★E1204	1Ed. 5/22/82 Add	NEW CHART Note in lower right margin of chart "NOTE Omega Australia Station G is scheduled to become operational in 1982. Users will be notified by Notice to Mariners and the normal Omega information sources when the station becomes usable for navigation."	(DMAHTC) N29/82
E1204	1Ed. 5/22/82 LAST NM 29/82 Add	Depth 123 fathoms "Rep (1983)"	(31(2035)83 Taunton) N39/83 22°53.0'N 110°06.0'W
★E1205	1Ed. 6/12/82 Change	NEW CHART Characteristic of light to Fl(3)	(DMAHTC, US LL) N32/82 27°27.5'N 111°54.0'W
E1205	1Ed. 6/12/82 LAST NM 32/82 Add	Depth 18 fathoms "Rep 1982" (ED) (PA)	(NVS6828/82) N1/83 23°05.4'N 110°47.6'W
E1205	1Ed. 6/12/82 LAST NM 1/83 Add	Depth 25 fathoms "Rep (1983)"	(31(2034)83 Taunton) N39/83 24°19.5'N 110°09.1'W
E1205	1Ed. 6/12/82 LAST NM 39/83 Add	Light Fl(2) 17M (PA)	(1(109-82)83 Mexico, D.F., BA LL) N6/84 26°06.2'N 111°17.0'W
E1205	1Ed. 6/12/82 LAST NM 6/84 Add	Lights Fl 12M (PA) Fl 15M (PA) Fl(2) 15M (PA)	(3(4-6)83 Mexico, D. F.) N7/84 27°10.2'N 110°17.8'W 27°57.5'N 111°07.2'W 28°53.2'N 112°35.6'W
E1205	1Ed. 6/12/82 LAST NM 7/84 Add	Depth 239 fathoms "Rep (1984)"	(NVS7302/84) N34/84 23°06.5'N 110°48.0'W
E1205	1Ed. 6/12/82 LAST NM 34/84 Add	Depths 66 fathoms "Rep (1985)" (PA) 65 fathoms "Rep (1985)" (PA)	(HNNM7553/85) N37/85 28°32'00"N 115°30'30"W 28°33'00"N 115°33'00"W
E1205	1Ed. 6/12/82 LAST NM 37/85 Add	Depth 96 fathoms "Rep (1986)"	(HNNM7737/86) N15/86 24°45'N 110°10'W

E1205	1Ed. 6/12/82 LAST NM 15/86		(MCNM7/85/86) N43/86
	Add	Depth 115 fathoms (PA)	28°37.2'N 115°36.8'W
★**E1206**	1Ed. 11/29/80	NEW CHART	(DMAHTC) N11/81
E1206	1Ed. 11/29/80 LAST NM 11/81		(US CH 18740) N34/82
	Delete	Depth 40 fathoms "Rep (1959)"	33°02.5'N 119°36.0'W
E1206	1Ed. 11/29/80 LAST NM 34/82		(NVS6815/82) N50/82
	Substitute	Depth 341 fathoms for 371 fathoms	32°16.5'N 117°33.1'W
E1206	1Ed. 11/29/80 LAST NM 50/82		(NVS6837/82) N3/83
	Add	Depth 25 fathoms "Rep (1981)" (PA)	29°33.0'N 116°28.0'W
E1206	1Ed. 11/29/80 LAST NM 3/83		(7/83 CG11) N12/83
	Relocate	Light close E to position circle and change to Qk Fl R HORN	33°10.9'N 117°20.8'W
E1206	1Ed. 11/29/80 LAST NM 12/83		(33/83 CG11; NVS7008/83) N37/83
	Delete	Depth 24 fathoms	32°39'N 119°34'W
	Change	Characteristic of light to Fl G	33°57.8'N 118°27.7'W
E1206	1Ed. 11/29/80 LAST NM 37/83		(31(2033)83 Taunton) N39/83
	Add	Depths 348 fathoms "Rep (1983)"	30°58.0'N 116°39.2'W
		123 fathoms "Rep (1983)"	31°16.5'N 116°43.0'W
E1206	1Ed. 11/29/80 LAST NM 39/83		(35/83 CG11) N40/83
	Change	Light to Fl G 9M HORN	33°36.1'N 117°51.8'W
E1206	1Ed. 11/29/80 LAST NM 40/83		(45/83 CG11) N49/83
	Change	Characteristic of buoy "2" to Fl R	32°25.8'N 119°06.6'W
	Add	Legend "(Correct through NM N48/80)" in lower left margin of chart	
E1206	1Ed. 11/29/80 LAST NM 49/83		(NVS7071/83) N50/83
	Relocate	Light and R Bn close W to	33°35.3'N 117°52.8'W
E1206	1Ed. 11/29/80 LAST NM 50/83		(NVS7162/84) N5/84
	Add	Depth 260 fathoms "Rep (1983)"	29°54'54"N 116°05'36"W
E1206	1Ed. 11/29/80 LAST NM 5/84		(NVS7239/84) N19/84
	Add	Depth 277 fathoms "Rep (1984)"	31°36.8'N 117°21.0'W
E1206	1Ed. 11/29/80 LAST NM 19/84		(MCNM/C0005/86) N37/86
	Add	Dotted-line circle with legend "SHOALING TO 71 FMS (Rep 1986)"	33°01.0'N 118°31.5'W
E1206	1Ed. 11/29/80 LAST NM 37/86		(35, 39/86 CG11) N43/86
	Change	Lights to Fl 15M	32°47.5'N 118°25.9'W
		Fl 16M	32°48.5'N 118°21.0'W
		Fl 16M	33°56.7'N 119°48.5'W
		Fl 17M HORN	32°59.5'N 118°33.0'W
		Visibility (range) of lights to 15M	33°02.0'N 118°35.5'W
		15M	33°28.3'N 119°01.5'W
		15M	33°15.0'N 119°28.4'W
	Add	Buoy, orange and silver, spherical, Fl(5) (Navy maintd)	33°55.0'N 119°44.0'W
E1206	1Ed. 11/29/80 LAST NM 43/86		(10/89 CG11) N14/89
	Add	Buoy, yellow, Fl(5) Y 20s (Priv maintd)	32°43.4'N 117°21.2'W
E1206	1Ed. 11/29/80 LAST NM 14/89		(12/89 CG11) N16/89
	Add	Buoys, each yellow, Fl Y 4s (Priv maintd)	
		"A"	32°46.4'N 117°21.7'W
		"B"	32°48.0'N 117°33.1'W
E1206	1Ed. 11/29/80 LAST NM 16/89		(MCNM1093/89) N36/89
	Add	Depth 243 fathoms	29°02.7'N 116°08.5'W
E1206	1Ed. 11/29/80 LAST NM 36/89		(33/89 CG11) N37/89
	Add	Wreck (PA)	32°36.5'N 117°22.0'W
E1206	1Ed. 11/29/80 LAST NM 37/89		(47/90 CG11) N51/90
	Add	Buoy (Navy maintd)	33°14.2'N 119°50.5'W

E1206	1Ed. 11/29/80 LAST NM 51/90		(Mex LL; Mex CH 110, 601) N22/91
	Delete	Light	31°53.0'N 116°40.8'W
	Change	Lights to Fl(2) 10M	32°25.0'N 117°15.0'W
		Fl(3) 10M	32°23.3'N 117°14.3'W
		Fl(2) 10M	31°55.0'N 116°45.0'W
		Fl(2) 10M	31°45.0'N 116°44.5'W
		Fl 10M	30°59.0'N 116°20.5'W
		Fl(2) 10M	30°29.0'N 116°06.8'W
		Fl(3) 9M	30°24.0'N 115°58.5'W
		Fl(2) 11M	29°46.8'N 115°47.3'W
	Add	Light Fl(4) 27M	32°32.0'N 117°06.5'W
E1206	1Ed. 11/29/80 LAST NM 22/91		(MCNM1098/91) N23/91
	Add	Superbuoys ODAS with light flare symbol	33°44.8'N 119°04.1'W
			33°50.3'N 118°26.8'W
E1206	1Ed. 11/29/80 LAST NM 23/91		(CL509/91) N33/91
	Delete	Danger circle and legend "33fms Obstr"	32°44.1'N 117°35.3'W
			32°10.4'N 117°51.1'W
★E1301	1Ed. 3/10/84	NEW CHART	(DMAHTC) N39/84
★E1302	1Ed. 12/19/81	NEW CHART	(DMAHTC) N10/82
E1302	1Ed. 12/19/81 LAST NM 10/82		(DMAHTC) N33/82
	Change	Legend "CATALOG 1-N-S" to "CATALOG 1-N-A" in upper right corner of chart	
★E1303	1Ed. 8/4/79	NEW EDITION	(DMAHTC) N43/79
★E1304	1Ed. 8/18/79	NEW CHART	(DMAHTC) N42/79
★E1305	1Ed. 8/18/79	NEW CHART	(DMAHTC) N42/79
★E1306	1Ed. 9/4/82	NEW CHART	(DMAHTC) N47/82
E1306	1Ed. 9/4/82 LAST NM 47/82		(NVS6883/83) N43/83
	Substitute	Depth 320 fathoms for 300 fathoms	30°26.7'N 122°45.2'W
★E1306	1Ed. 9/4/82 LAST NM 43/83		(49/88 CG11) N53/88
	Add	Wreck	33°17.6'N 120°05.9'W
E1306	1Ed. 9/4/82 LAST NM 53/88		(23/90 CG11) N29/90
	Add	Superbuoy ODAS "46023"	34°15.2'N 120°39.7'W
E1306	1Ed. 9/4/82 LAST NM 29/90		(MCNM1065/90; 16/91 CG11) N21/91
	Add	Platform with light flare symbol	34°28.2'N 120°40.9'W
		Buoys with light flare symbol	34°16.0'N 120°33.3'W
			34°14.1'N 120°20.5'W
			34°18.1'N 120°10.5'W
E1306	1Ed. 9/4/82 LAST NM 21/91		(MCNM1098/91) N23/91
	Add	Superbuoy ODAS with light flare symbol	34°52.9'N 120°52.1'W
★E1307	1Ed. 3/31/79	NEW CHART	(DMAHTC) N21/79
E1307	1Ed. 3/31/79 LAST NM 21/79		(MCNM1034/89) N12/89
	Add	Dashed-line circle with legend "Subm buoy (cov 49fms)"	36°20.0'N 122°10.9'W
E1307	1Ed. 3/31/79 LAST NM 12/89		(36/89 CG11) N41/89
	Add	Buoy "B" Y, Fl Y 4s (Priv maintd)	36°41.4'N 122°23.3'W
		Dashed-line circle with legend "Subm buoy (covered 750 fathoms)"	36°42.5'N 122°19.2'W

E1307	1Ed. 3/31/79 LAST NM 41/89		(22, 52/89 CG11) N5/90
	Delete	Danger circle "Subm buoy (cov 49fms)" (See N12/89-E1307)	36°20.0'N 122°10.9'W
	Add	Danger circle "Subm buoy (cov 53fms)" "Subm buoy (cov 41fms)" "Subm buoy (cov 44fms)"	36°20.1'N 122°10.3'W 36°19.9'N 122°27.7'W 35°28.3'N 121°45.1'W
E1307	1Ed. 3/31/79 LAST NM 5/90		(39/90 CG11, USCG LL) N43/90
	Add	Superbuoy ODAS "46014" Y, Fl(4) Y 10s	39°12.9'N 123°59.1'W
E1307	1Ed. 3/31/79 LAST NM 43/90		(22, 41/90 CG11) N11/91
	Delete	Danger circle and legend "Subm buoy (cov 53fms)"	36°20.1'N 122°10.3'W
		Dashed-line circle and legend "Subm buoy (cov 750fms)"	36°42.5'N 122°19.2'W
	Add	Danger circle with legend "Subm buoy (cov 52fms)"	36°19.9'N 122°10.3'W
		Dashed-line circle with legend "Subm buoy (cov 164fms)"	36°49.5'N 122°22.5'W
E1307	1Ed. 3/31/79 LAST NM 11/91		(MCNM1098/91) N23/91
	Add	Superbuoy ODAS with light flare symbol	36°45.0'N 122°24.5'W
E1307	1Ed. 3/31/79 LAST NM 23/91		(MCNM1108/91) N25/91
	Delete	Dashed-line circle and legend "Subm buoy (cov 52fms)" (See N11/91-E1307)	36°19.9'N 122°10.3'W
	Add	Dashed-line circle with legend "Subm buoy (cov 53fms)"	36°20.2'N 122°10.4'W
E1307	1Ed. 3/31/79 LAST NM 25/91		(MCNM1116/91; 24/91 CG11) N30/91
	Add	Wreck (PA)	35°05.4'N 120°43.6'W
		Obstructions "(cov 263fms)" "(cov 231fms)"	36°45.9'N 122°13.5'W 36°46.5'N 122°12.5'W
★E1401	1Ed. 4/14/84	NEW CHART	(DMAHTC) N37/84
★E1402	1Ed. 12/26/81	NEW CHART	(DMAHTC) N8/82
E1402	1Ed. 12/26/81 LAST NM 8/82		(DMAHTC) N33/82
	Change	Legend "CATALOG 1-N-S" to "CATALOG 1-N-A" in upper right corner of chart	
★E1403	1Ed. 12/26/81	NEW CHART	(DMAHTC) N9/82
E1403	1Ed. 12/26/81 LAST NM 9/82		(DMAHTC) N33/82
	Change	Legend "CATALOG 1-N-S" to "CATALOG 1-N-A" in upper right corner of chart	
★E1404	2Ed. 8/27/88	NEW EDITION	(DMAHTC) N52/88
E1405	2Ed. 6/25/88	NEW EDITION	(DMAHTC) N38/88
★E1501	1Ed. 5/5/84	NEW CHART	(DMAHTC) N37/84
★E1502	1Ed. 3/19/83	NEW CHART	(DMAHTC) N22/83
★E1503	1Ed. 3/26/83	NEW CHART	(DMAHTC) 24/83
★E1504	2Ed. 10/1/88	NEW EDITION	(DMAHTC) N32/89

★E1505	2Ed. 8/20/88	NEW EDITION	(DMAHTC) N47/88
★E1601	1Ed. 4/21/84	NEW CHART	(DMAHTC; BA LL) N37/84
	Delete	Visibility (range) from light	1°58.0'N 157°28.0'W
★E1602	1Ed. 6/4/83	NEW CHART	(DMAHTC) N33/83
★E1603	1Ed. 6/5/82	NEW CHART	(DMAHTC) N32/82
★E1605	2Ed. 6/25/88	NEW EDITION	(DMAHTC) N35/88
★E1607	1Ed. 6/6/81	NEW CHART	(DMAHTC) 30/81
★E1608	1Ed. 1/31/81	NEW CHART	(DMAHTC) N16/81
★E1701	1Ed. 8/4/84	NEW CHART	(DMAHTC) N44/84
E1701	1Ed. 8/4/84 LAST NM 44/84		(MCNM8091/88) N19/88
	Add	Depth 351 fathoms	2°04.9'N 164°25.8'W
★E1702	2Ed. 2/11/89	NEW EDITION	(DMAHTC) N19/89
★E1703	1Ed. 5/7/83	NEW CHART	(DMAHTC) N30/83
	Add	Legend "(Correct through NM 19/83)" in lower left margin of chart	
★E1704	1Ed. 9/18/82	NEW CHART	(DMAHTC) N48/82
E1704	1Ed. 9/18/82 LAST NM 48/82		(MCNM1098/91) N23/91
	Add	Superbuoy ODAS with light flare symbol	19°11.0'N 160°49.2'W
E1705	1Ed. 8/14/82	NEW CHART	(DMAHTC) N46/82
E1705	1Ed. 8/14/82 LAST NM 46/82		(MCNM1098/91) N23/91
	Relocate	Superbuoy ODAS close NW to	23°25.1'N 162°20.1'W
E1705	1Ed. 8/14/82 LAST NM 23/91		(MCNM1115/91) N30/91
	Add	Obstructions "(cov 1371fms)"	23°24.0'N 162°18.0'W
		"(cov 1454fms)"	23°26.7'N 162°18.0'W
★E1706	1Ed. 5/15/82	NEW CHART	(DMAHTC) N29/82
	Add	Note in lower right margin of chart "NOTE Omega Australia Station G is scheduled to become operational in 1982. Users will be notified by Notice to Mariners and the normal Omega information sources when the station becomes usable for navigation."	
★E1707	1Ed. 3/7/81	NEW CHART	(DMAHTC) N20/81
E1707	1Ed. 3/7/81 LAST NM 20/81		(MCNM8089/88) N19/88
	Add	Depth 40 fathoms "Rep (1987)" (PA) (ED)	36°17.9'N 163°15.9'W
★E1708	1Ed. 7/22/78	NEW CHART	(DMAHC) N36/78
★E1712	1Ed. 5/14/83	NEW CHART	(DMAHTC) N31/83
	Add	Legend "(Correct through NM 20/83)" in lower left margin of chart	
★E1713	1Ed. 4/7/90	NEW CHART	(DMAHTC) N28/90

★E1714	1Ed. 3/10/90		NEW CHART	(DMAHTC) N33/90
★E1801	2Ed. 2/11/89		NEW EDITION	(DMAHTC) N27/89
★E1802	2Ed. 4/1/89		NEW EDITION	(DMAHTC) N27/89
★E1803	2Ed. 1/28/89		NEW EDITION	(DMAHTC) N22/89
★E1804	1Ed. 8/7/82		NEW CHART	(DMAHTC) N46/82
★E1806	1Ed. 2/14/81		NEW CHART	(DMAHTC) N17/81
★E1810	1Ed. 9/2/78		NEW CHART	(DMAHTC) N46/78
★E1811	1Ed. 3/28/81		NEW CHART	(DMAHTC) N23/81
★E1812	1Ed. 7/21/79		NEW CHART	(DMAHTC) N38/79
E1812	1Ed. 7/21/79 LAST	NM 38/79		(MCNM1098/91) N23/91
	Add	Superbuoy ODAS with light flare symbol		56°57.7'N 177°44.0'W
★E1901	1Ed. 9/22/79		NEW CHART	(DMAHTC) N45/79
★E1902	1Ed. 6/23/79		NEW CHART	(DMAHTC) N34/79
E1902	1Ed. 6/23/79 LAST	NM 34/79		(NVS6210/80) N36/80
	Add	Danger circle "Breakers (rep 1980)"		6°33.8'N 177°33.0'E
E1902	1Ed. 6/23/79 LAST	NM 36/80		(5(145)78 Tokyo) N34/81
	Add	Depth 7 fathoms "Rep (1978)"		7°07'N 172°45'E
★E1903	1Ed. 8/11/79		NEW CHART	(DMAHTC) N42/79
★E1904	1Ed. 8/11/79		NEW CHART	(DMAHTC) N42/79
★E1905	1Ed. 6/23/79		NEW CHART	(DMAHTC) N33/79
★E1906	1Ed. 7/21/79		NEW CHART	(DMAHTC) N39/79
E1906	1Ed. 7/21/79 LAST	NM 39/79		(NVS6759/82) N40/82
	Delete	Depth 30 fathoms "Rep (1964)"		30°24.4'N 178°10.6'E
★E1906	1Ed. 7/21/79 LAST	NM 40/82		(NVS6825/82) N1/83
	Delete	Depth 145 fathoms "Rep (1965)"		31°05.5'N 175°54.5'E
	Substitute	Depth 148 fathoms for 155 fathoms "Rep (1976)"		31°02.1'N 175°52.7'E
E1906	1Ed. 7/21/79 LAST	NM 1/83		(DMAHTC) N39/83
	Relocate	Latitude designation 30' (29°4.0'N 177°03'E) to		29°30'N 177°03'E
E1906	1Ed. 7/21/79 LAST	NM 39/83		(NVS7424/85) N16/85
	Add	Depth 141 fathoms		29°48.1'N 179°04.8'E
★E1910	1Ed. 5/2/81		NEW CHART	(DMAHTC) N30/81
★E1911	1Ed. 6/20/81		NEW CHART	(DMAHTC) N32/81
★E1912	1Ed. 8/14/82		NEW CHART	(DMAHTC) N46/82
	Delete	Note "OMEGA"...1982." in lower right margin of chart		

E1912	1Ed. 8/14/82 LAST NM 46/82		(MCNM6951/83) N4/91
	Delete	Depths 49 fathoms	58°57'N 171°16'E
		47 fathoms	58°35'N 171°08'E
		45 fathoms	58°08'N 171°05'E
★E1913	1Ed. 5/29/82	NEW CHART	(DMAHTC) N29/82
	Add	Note in upper left margin of chart "NOTE Omega Australia Station G is scheduled to become operational in 1982. Users will be notified by Notice to Mariners and the normal Omega information sources when the station becomes usable for navigation."	
★E2001	1Ed. 6/11/83	NEW CHART	(DMAHTC) N37/83
	Delete	Rock which does not cover (PD) (Previously published 36/83)	0°28.5'S 167°12.2'E
	Add	Dotted-line circle with legend "Shoal (rep 1895)" (ED) (Previously published 36/83)	0°27.7'S 167°14.9'E
E2001	1Ed. 6/11/83 LAST NM 37/83		(53(46)87 Brest) N24/88
	Add	Buoys, each orange and white, conical "ET3"	1°57'N 165°02'E
		"ET4"	1°52'S 164°53'E
E2001	1Ed. 6/11/83 LAST NM 24/88		(26(60)89 Brest) N41/89
	Delete	Buoys "ET 3"	1°57'N 165°02'E
		"ET 4"	1°52'S 164°53'E
★E2002	1Ed. 8/11/79	NEW CHART	(DMAHTC) N42/79
E2002	1Ed. 8/11/79 LAST NM 42/79		(NVS7373/84) N2/85
	Add	Danger circle "Breakers Rep (1981)"	6°19.0'N 169°06.0'E
★E2003	1Ed. 8/25/79	NEW CHART	(DMAHTC) N43/79
★E2009	1Ed. 8/28/82	NEW CHART	(DMAHTC) N47/82
E2009	1Ed. 8/28/82 LAST NM 47/82		(DMAHTC) N41/83
	Change	Line 3 of Omega note in upper left margin of chart to "USE DMAHTC PUBS 224(103-C) A, C, D, E, G and H"	
		Line 6 of Omega note in upper left margin of chart to "Stations: (A-Norway) (C-Hawaii) (D-N.Dakota) (E-Reunion) (G-Australia) (H-Japan)"	
★E2010	1Ed. 8/28/82	NEW CHART	(DMAHTC) N47/82
★E2011	1Ed. 6/20/81	NEW CHART	(DMAHTC) N32/81
E2011	1Ed. 6/20/81 LAST NM 32/81		(NVS6800/82) N47/82
	Delete	Depth 3 fathoms 1 foot	55°49.0'N 162°24.0'E
E2011	1Ed. 6/20/81 LAST NM 47/82		(USSR CH 1087) N6/83
	Add	Depth 7 fathoms "Rep (1964)"	55°36'N 165°01'E
★E2012	1Ed. 8/21/82	NEW CHART	(DMAHTC) N46/82
	Delete	Note "OMEGA...1982." in lower right margin of chart	
E2012	1Ed. 8/21/82 LAST NM 46/82		(MCNM8074/88) N7/91
	Delete	Light	56°01.5'N 162°04.1'E
	Change	Light to L Fl 20M	57°43.5'N 163°18.9'E
★E2013	1Ed. 6/19/82	NEW CHART	(DMAHTC) N33/82

E2013	1Ed. 6/19/82 LAST	NM 33/82	(MCNM0002/87) N19/87
	Add	Depth 44 fathoms	59°09.0'N 166°09.3'E
★E2102	1Ed. 8/11/79	NEW CHART	(DMAHTC) N41/79
	Delete	Small purple circles within 100-fathom curve centered	7°25'N 151°50'E
		Purple circles	6°49'N 158°10'E
			6°50'N 158°17'E
			6°51'N 158°20'E
			5°17'N 153°40'E
			8°10'N 154°16'E
E2102	1Ed. 8/11/79 LAST	NM 41/79	(NVS7125/83) N52/83
	Add	Danger circle "Unexploded ordnance" (PA)	5°24.3'N 153°51.1'E
E2102	1Ed. 8/11/79 LAST	NM 52/83	(NVS7161/84) N31/85
	Add	Legend "Islets lie 2.8 miles SW" to islets	8°34.5'N 151°22.0'E
E2102	1Ed. 8/11/79 LAST	NM 31/85	(33/86 CG14) N38/86
	Change	Visibility (range) of light to 6M	7°29.6'N 151°59.0'W
E2102	1Ed. 8/11/79 LAST	NM 38/86	(MCNM8152/88) N43/88
	Delete	Depths 50 fathoms	6°41.0'N 153°47.2'E
		70 fathoms	6°36.6'N 153°49.1'E
	Substitute	Depths 2270 fathoms for 22 fathoms	6°32.4'N 153°50.3'E
		750 fathoms for 250 fathoms	5°42.7'N 153°36.5'E
		1070 fathoms for 107 fathoms	7°09.2'N 158°25.9'E
	Add	Depth 500 fathoms	6°46.0'N 153°44.3'E
★E2109	1Ed. 7/11/81	NEW CHART	(DMAHTC; NVS6455/81) N35/81
	Add	Dashed-line circle "Volcanic activity rep (1978)"	46°06'N 151°30'E
E2109	1Ed. 7/11/81 LAST	NM 35/81	(HNNM7495/85) N29/85
	Add	Depth 42 fathoms (PA)	48°18.9'N 154°29.8'E
E2109	1Ed. 7/11/81 LAST	NM 29/85	(16(1197)86 Taunton) N47/86
	Delete	Light	46°14'N 150°22'E
	Add	Light Oc 19M	46°14.0'N 150°34.5'E
★E2110	1Ed. 7/25/81	NEW CHART	(DMAHTC; US CH 96028) N38/81
	Add	Depth 36 fathoms	50°29'N 157°32'E
		R Bn at light	51°29'N 156°30'E
E2110	1Ed. 7/25/81 LAST	NM 38/81	(US CH 96880) N50/83
	Delete	Depth 18 fathoms	49°43.2'N 154°05.3'E
	Add	Rock which covers and uncovers with legend "(uncovers 2 ft)"	49°42.7'N 154°07.2'E
		Islet with legend "Skala Avos' (115ft above mean sea level)"	49°42.2'N 154°06.9'E
		Dotted-line circle enclosing above rock and islet	
E2110	1Ed. 7/25/81 LAST	NM 50/83	(29(1897)83 Taunton) N43/84
	Delete	Depths 2 fathoms 4 feet	49°36.5'N 154°27.7'E
		8 fathoms	49°48.8'N 155°11.8'E
		6 fathoms	49°37.1'N 156°18.0'E
E2110	1Ed. 7/25/81 LAST	NM 43/84	(9(687)86 Taunton) N20/86
	Delete	Light	52°53'N 158°42'E
		Note: R Bn remains	
E2110	1Ed. 7/25/81 LAST	NM 20/86	(USSR LL) N47/86
	Change	Visibility (range) of light to 25M	52°04.1'N 158°19.9'E
	Add	Light Fl 20M at R Bn	50°46.0'N 156°12.5'E

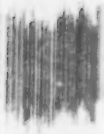
★E2111	1Ed. 9/3/83		NEW CHART	(DMAHTC; USSR CH 1087) N49/83
	Delete	Light		53°13.5'N 159°45.1'E
★E2112	1Ed. 6/25/83		NEW CHART	(DMAHTC) N37/83
★E2113	1Ed. 7/23/83		NEW CHART	(DMAHTC) N38/83
	Delete	R Bn		59°30.3'N 150°33.0'E
★E2116	1Ed. 6/12/82		NEW CHART	(DMAHTC) N37/82
★E2201	1Ed. 7/7/79		NEW CHART	(DMAHTC) N34/79
E2201	1Ed. 7/7/79 LAST NM 34/79			
	Add	Depth 204 fathoms "Rep (1981)"		(26(384)81 Sydney) N34/81
				1°32'S 148°59'E
E2201	1Ed. 7/7/79 LAST NM 34/81			
	Add	Depth 252 fathoms "Rep (1984)"		(NVS7271/84) N25/84
				1°55.8'S 142°25.4'E
E2201	1Ed. 7/7/79 LAST NM 25/84			
	Add	Depths 300 fathoms "Rep (1984)"		(21(361)84 Sydney) N5/85
		370 fathoms "Rep (1984)"		2°35.0'S 146°12.5'E
		312 fathoms "Rep (1984)"		2°12.5'S 145°05.8'E
				3°00.0'S 147°48.0'E
E2201	1Ed. 7/7/79 LAST NM 5/85			
	Add	Depth 157 fathoms "Rep (1984)"		(6(91)85 Sydney) N17/85
				2°44.1'S 146°57.1'E
★E2201	1Ed. 7/7/79 LAST NM 17/85			
	Add	Depth 380 fathoms		(HNNM7682/86) N7/86
		295 fathoms (PA)		1°22.2'S 144°43.0'E
				2°08.0'S 145°05.5'E
E2201	1Ed. 7/7/79 LAST NM 7/86			
	Add	Depths 420 fathoms		(34(513)86 Sydney) N41/86
		274 fathoms		1°49.0'S 143°59.2'E
		488 fathoms		1°51.8'S 144°01.0'E
				1°59.0'S 144°06.0'E
E2201	1Ed. 7/7/79 LAST NM 41/86			
	Add	Depth 367 fathoms (PA)		(MCNM7909/87) N10/87
				2°01.5'S 148°48.5'E
E2201	1Ed. 7/7/79 LAST NM 10/87			
	Substitute	Depth 790 fathoms for 190 fathoms		(MCNM8061/88) N10/88
				1°19.3'S 148°52.3'E
	Add	Legend "(PA)" for depth 200 fathoms		1°37.3'S 146°54.0'E
★E2202	1Ed. 6/23/79		NEW CHART	(DMAHTC) N33/79
E2202	1Ed. 6/23/79 LAST NM 33/79			
	Add	Depth 22 fathoms "Rep (1984)"		(35(2296)84 Taunton) N44/84
				7°17.1'N 146°54.3'E
E2202	1Ed. 6/23/79 LAST NM 44/84			
	Delete	Depths 6 fathoms 3 feet		(MCNM7760/86) N23/86
		26 fathoms		8°05.0'N 146°30.0'E
		270 fathoms		8°28.0'N 145°04.0'E
		10 fathoms "Rep (1948)" PA		8°31.4'N 145°02.6'E
				7°33.3'N 149°21.0'E
	Add	Depth 10 fathoms "Rep (1948)" (PA)		7°32.2'N 149°22.0'E
★E2209	1Ed. 6/27/81		NEW CHART	(DMAHTC) N42/81
E2209	1Ed. 6/27/81 LAST NM 42/81			
	Delete	Depth 25 fathoms		(NVS7001/83) N35/83
				45°46.2'N 143°42.7'E
E2209	1Ed. 6/27/81 LAST NM 35/83			
	Delete	Purple dashed line joining		(1(27 I-12)85 Leningrad) N49/85
				48°41.4'N 144°30.9'E
				48°20.1'N 144°30.9'E
				48°18.1'N 144°37.1'E
	Add	Purple dashed-line arc of circle,		
		radius 12 miles, centered		48°30.2'N 144°37.6'E
		lesser arc between		48°41.4'N 144°30.9'E
				48°18.1'N 144°37.1'E
E2209	1Ed. 6/27/81 LAST NM 49/85			
	Add	Danger circle "Obstr (purse seine)"		(13(2398)86 Leningrad) N19/86
				46°10.3'N 140°52.0'E

E2209	1Ed. 6/27/81 LAST NM 19/86		(49(9155)89 Leningrad) N13/90
	Change	Visibility (range) of light to 22M	48°47'N 141°51'E
★E2210	1Ed. 5/28/83	NEW CHART	(DMAHTC) N31/83
	Add	Legend "(Correct through NM 22/83)" in lower left margin of chart	
★E2211	1Ed. 7/23/83	NEW CHART	(DMAHTC) N45/83
★E2212	1Ed. 7/1/78	NEW CHART	(DMAHC) N34/78
★E2215	1Ed. 4/11/81	NEW CHART	(DMAHTC) N23/81
★E2217	1Ed. 12/19/81	NEW CHART	(DMAHTC) N13/82
★E2301	1Ed. 7/28/79	NEW CHART	(DMAHTC) N39/79
E2301	1Ed. 7/28/79 LAST NM 39/79		(40(434)80 Jakarta) N52/80
	Add	"Explosives Dumping Area" bound by purple dashed line joining	0°40'S 136°20'E 0°40'S 136°25'E 0°45'S 136°25'E 0°45'S 136°20'E
E2301	1Ed. 7/28/79 LAST NM 52/80		(MCNM7930/87) N14/87
	Delete	Dangerous submerged rock (ED)	2°54'N 132°30'E
E2301	1Ed. 7/28/79 LAST NM 14/87		(Indo CH 406) N31/90
	Add	Depth 35 fathoms "Rep (1983)"	2°41.5'S 130°01.8'E
★E2302	1Ed. 9/1/79	NEW CHART	(RS2791/77) N45/79
	Delete	Depth 15 fathoms	9°51.3'N 139°57.5'E
	Add	Depth 2 fathoms 3 feet	9°48'27"N 139°57'52"E
E2302	1Ed. 9/1/79 LAST NM 45/79		(NVS7086/83) N45/83
	Relocate	Tobi Island close W to	3°00.4'N 131°07.4'E
E2302	1Ed. 9/1/79 LAST NM 45/83		(MCNM7873/87) N5/87
	Add	Buoy "(Fishing)", orange, Ra Ref	9°21.5'N 138°58.0'E
★E2307	1Ed. 7/18/81	NEW CHART	(DMAHTC) N36/81
E2307	1Ed. 7/18/81 LAST NM 36/81		(51(1570)84 Tokyo) N4/85
	Change	Light to Oc(2) 15M	35°33.0'N 135°40.0'E
E2307	1Ed. 7/18/81 LAST NM 4/85		(35(1033)86 Tokyo) N44/86
	Substitute	Depth 5¼ fathoms for 6 fathoms	36°13.0'N 135°44.1'E
★E2308	1Ed. 6/19/82	NEW CHART	(DMAHTC; US LL) N34/82
	Change	Visibility (range) of lights to 13M	42°20.9'N 139°46.8'E
		13M	42°13.7'N 139°49.0'E
		13M	42°08.2'N 139°56.0'E
E2308	1Ed. 6/19/82 LAST NM 34/82		(4(292)86 Taunton) N16/86
	Add	Depth 87 fathoms	44°26'N 139°35'E
E2308	1Ed. 6/19/82 LAST NM 16/86		(USSR LL) N47/86
	Change	Lights to Iso 24M R Bn	42°49'N 133°43'E
		Iso 19M	43°19'N 134°47'E
		L Fl 22M R Bn	44°46'N 136°27'E
E2308	1Ed. 6/19/82 LAST NM 47/86		(16(488)87 Tokyo) N27/87
	Add	Ramark at light	40°01.0'N 139°43.0'E
E2308	1Ed. 6/19/82 LAST NM 27/87		(Jpn LL) N8/88
	Delete	Purple circle from light	40°32'N 139°30'E
	Add	Light flare symbol to light dot	40°36.4'N 139°52.1'E
E2308	1Ed. 6/19/82 LAST NM 8/88		(4(99)88 Tokyo) N20/88
	Add	Ramark at light	42°15.0'N 139°32.5'E

E2308	1Ed. 6/19/82 LAST NM 20/88		(28(5358)88 Leningrad) N47/88
	Add	"Explosive Dumping Ground" bound by purple dashed line joining	41°25.0'N 132°03.3'E 41°35.0'N 132°03.3'E 41°35.0'N 132°17.5'E 41°25.0'N 132°17.5'E
★E2309	1Ed. 6/19/82	NEW CHART	(DMAHTC; US LL) N33/82
	Change	Light to Iso 16M R Bn	47°19.0'N 138°59.5'E
E2309	1Ed. 6/19/82 LAST NM 33/82		(BA LL) N47/86
	Change	Light to Fl 17M	45°23'N 137°08'E
★E2316	1Ed. 8/1/81	NEW CHART	(DMAHTC) N38/81
E2316	1Ed. 8/1/81 LAST NM 38/81		(NVS6537/81) N51/82
	Delete	Depth 60 fathoms "(rep 1969)" (PA)	71°41'N 18°00'E
★E2317	1Ed. 6/12/82	NEW CHART	(DMAHTC; NVS6723/82) N34/82
	Add	Legend "(PA)"	76°33'N 25°27'E
★E2401	1Ed. 9/1/79	NEW CHART	(DMA; Ind CH; 19.28/79Tntn; NVS5046/79; (424)77Jkrt) N44/79
	Relocate	Light 1 mile W to	1°23.6'N 125°09.8'E
	Substitute	Depth 9 fathoms "Rep (1974)" (PA) for 15 fathoms "Rep (1975)"	2°14.2'S 129°46.7'E
	Change	Visibility (range) of light to 15M	1°30.0'N 124°50.0'E
	Add	Depths 138 fathoms in	0°37.3'N 128°49.7'E
		25 fathoms "Rep (1977)"	2°00.0'S 125°18.1'E
E2401	1Ed. 9/1/79 LAST NM 44/79		(33(1975, 1976)79 Taunton) N5/80
	Add	Dangerous submerged rock (ED)	2°15.5'S 122°48.8'E
		Depth 218 fathoms "Rep (1979)"	1°12.3'S 129°10.0'E
E2401	1Ed. 9/1/79 LAST NM 5/80		(29(1595)80 Taunton) N37/80
	Add	Depths 117 fathoms "Rep (1980)"	0°18.1'N 129°42.0'E
		159 fathoms "Rep (1980)"	0°22.0'N 129°41.5'E
E2401	1Ed. 9/1/79 LAST NM 37/80		(39(422)80 Jakarta) N52/80
	Add	"Explosives Dumping Area" bound by purple dashed line joining	1°35'N 124°30'E 1°35'N 124°35'E 1°40'N 124°35'E 1°40'N 124°30'E
		joining	1°16'N 125°23'E 1°16'N 125°28'E 1°13'N 125°28'E 1°13'N 125°23'E
E2401	1Ed. 9/1/79 LAST NM 52/80		(10(566)81 Taunton) N17/81
	Add	Depth 90 fathoms enclosed by depth contour (100-fathom)	2°49.0'S 125°41.0'E
E2401	1Ed. 9/1/79 LAST NM 17/81		(48(2413)76 Taunton) N23/82
	Add	Depth 55 fathoms "Rep (1976)"	0°07.5'N 129°01.5'E
E2401	1Ed. 9/1/79 LAST NM 23/82		(10(611)82 Taunton) N36/82
	Add	Depth 19 fathoms	2°00.5'S 124°11.4'E
E2401	1Ed. 9/1/79 LAST NM 36/82		(31(2029)83 Taunton) N39/83
	Add	Light Fl 20M	1°19.4'N 125°04.1'E
E2401	1Ed. 9/1/79 LAST NM 39/83		(12(857, 858)85 Taunton) N21/85
	Add	Lights Fl R 8M	2°03.5'S 125°59.3'E
		Fl(2) 15M	1°31.4'S 128°44.9'E
E2401	1Ed. 9/1/79 LAST NM 21/85		(17(1022)82, 34(2273)85 Taunton) N42/85
	Delete	Depth 35 fathoms	2°03.0'N 125°16.1'E

(continued on next page)

E2401	(Continued) Add	Depths 32 fathoms "Rep (1985)" 35 fathoms "Rep (1982)" 34 fathoms "Rep (1976)"	N42/85 2°03.1'N 125°16.4'E 2°05.0'N 125°15.8'E 2°03.3'N 125°15.0'E
E2401	1Ed. 9/1/79 LAST NM 42/85 Add	Light Fl 12M	
E2401	1Ed. 9/1/79 LAST NM 16/86 Add	Light Fl(3) 20M	(3(241)86 Taunton) N16/86 2°21.3'N 125°17.8'E
E2401	1Ed. 9/1/79 LAST NM 21/88 Add	R Bn at light	(10(77)88 Jakarta) N21/88 1°49.2'S 126°29.0'E
			(23(193)89 Jakarta) N33/89 1°53.5'N 125°05.5'E
★**E2403**	1Ed. 5/29/82	NEW CHART	(DMAHTC) N32/82
E2403	1Ed. 5/29/82 LAST NM 32/82 Add	Depth 30 fathoms "Rep (1984)"	(NVS7196/84) N10/84 13°06.4'N 122°10.6'E
E2403	1Ed. 5/29/82 LAST NM 10/84 Add	Depth 76 fathoms	(Jpn CH 1608) N13/87 10°10.6'N 121°32.1'E
E2403	1Ed. 5/29/82 LAST NM 13/87 Delete	Depths 15 fathoms 14 fathoms 59 fathoms	(MCNM8116/88) N40/88 12°24.5'N 121°53.0'E 11°32.0'N 121°20.0'E 11°00.5'N 126°01.5'E
E2403	1Ed. 5/29/82 LAST NM 40/88 Change	Light to Fl 20M	(49(1734)89 Tokyo) N8/90 12°45'N 124°17'E
★**E2404**	1Ed. 5/29/82 Change	NEW CHART Light to Al Fl WR 5s 25M	(DMAHTC; US LL) N29/82 18°34.0'N 122°07.5'E
E2404	1Ed. 5/29/82 LAST NM 29/82 Delete	R Bn (AERO)	(BA RA) N39/83 18°10.7'N 120°31.4'E
E2404	1Ed. 5/29/82 LAST NM 39/83 Substitute	Islet for danger circle and purple circle	(Twn CH 0307) N12/84 21°45.8'N 120°49.0'E
E2404	1Ed. 5/29/82 LAST NM 12/84 Delete	Depth 7 fathoms	(NVS7381/85) N4/85 21°11.5'N 120°53.0'E
E2404	1Ed. 5/29/82 LAST NM 4/85 Add	Depth 22 fathoms	(NVS7382/85) N29/86 21°10.4'N 120°52.3'E
E2404	1Ed. 5/29/82 LAST NM 29/86 Add	Wreck (PA)	(53/86 Tso-ying) N51/86 22°00.1'N 122°53.0'E
E2404	1Ed. 5/29/82 LAST NM 51/86 Add	R Bn at light	(21(1618)88 Taunton) N32/88 22°40.1'N 121°28.0'E
E2404	1Ed. 5/29/82 LAST NM 32/88 Substitute	Depth 1400 fathoms for 14 fathoms	(MCNM1028/89) N11/89 21°41.9'N 122°10.0'E
E2404	1Ed. 5/29/82 LAST NM 11/89 Add	Depth 17 fathoms	(17(1316)90 Taunton) N40/90 20°06.0'N 121°50.0'E
★**E2405**	1Ed. 8/21/82 Delete	NEW CHART Light Legend "Fl(2) 22M"	(DMAHTC; Jpn LL; Cna LL) N40/82 27°19.5'N 128°34.2'E 27°23.4'N 128°27.5'E
		Note "OMEGA...operation" in lower right margin of chart	
	Change	Light to Fl(3) 11M	26°22.8'N 120°29.7'E
		Visibility (range) of lights to 24M 19M 18M	26°44.8'N 128°19.8'E 27°52.7'N 128°53.6'E 27°26.8'N 128°42.0'E 27°53.3'N 128°58.3'E
E2405	1Ed. 8/21/82 LAST NM 40/82 Change	Visibility (range) of light to 18M (See 40/82-E2405)	(Jpn LL) N42/82 27°53.3'N 128°58.3'E



E2405	1Ed. 8/21/82 LAST NM 42/82		
	Delete	Depths 11 fathoms "Rep (1962)"	(41(1199)82 Tokyo) N48/82
		8 fathoms 4 feet "Rep (1962)"	27°20.6'N 129°07.5'E
		15 fathoms "ED Rep (1960)"	27°18.5'N 129°06.3'E
		15 fathoms "Rep (1955)"	27°15.0'N 129°02.1'E
		5 fathoms 5 feet "Rep (1961)"	27°12.8'N 127°29.0'E
		5 fathoms "Rep (1961)"	26°55.0'N 127°30.4'E
		7 fathoms "Rep (1960)"	26°49.8'N 127°29.2'E
			25°04.0'N 126°12.5'E
E2405	1Ed. 8/21/82 LAST NM 48/82		
	Delete	Sonar confirmed non-submarine contact symbol	(35(2255)83 Taunton) N42/83
			25°10.4'N 121°22.5'E
E2405	1Ed. 8/21/82 LAST NM 42/83		
	Delete	Depth 10 fathoms "Rep (1968)"	(3(76)84 Tokyo) N10/84
			26°05.4'N 128°10.0'E
E2405	1Ed. 8/21/82 LAST NM 10/84		
	Add	Wreck	(15/84 Tso-ying) N25/84
			24°36.9'N 121°55.2'E
E2405	1Ed. 8/21/82 LAST NM 25/84		
	Add	Dangerous submerged rock (ED)	(26(844)84 Tokyo) N36/84
			27°47'N 125°14'E
E2405	1Ed. 8/21/82 LAST NM 36/84		
	Add	Depth 10 fathoms 5 feet Wk (unsurveyed) (PA)	(31(2044)84 Taunton) N39/84
			27°00.0'N 121°11.0'E
E2405	1Ed. 8/21/82 LAST NM 39/84		
	Delete	Depth 12 fathoms "Rep (1946)"	(38(1214)84 Tokyo) N50/84
			25°40.1'N 127°35.2'E
E2405	1Ed. 8/21/82 LAST NM 50/84		
	Delete	Dangerous submerged rock (ED) (Supersedes N36/84-E2405)	(48(1501)84 Tokyo) N3/85
			27°47'N 125°14'E
E2405	1Ed. 8/21/82 LAST NM 3/85		
	Add	Depths 265 fathoms "Rep (1984)" (PA)	(NVS7392/85) N8/85
		279 fathoms "Rep (1984)" (PA)	24°16.0'N 122°42.3'E
			24°34.0'N 122°53.5'E
E2405	1Ed. 8/21/82 LAST NM 8/85		
	Change	Light to Iso 21M	(8(195)85 Tokyo) N15/85
			24°36.4'N 124°19.0'E
E2405	1Ed. 8/21/82 LAST NM 15/85		
	Change	Light to Iso 18M	(10(251)85 Tokyo) N17/85
			24°28.0'N 123°48.9'E
E2405	1Ed. 8/21/82 LAST NM 17/85		
	Add	Buoys, each Mo(U) 16s	(NVS7436/85) N18/85
		"1"	27°06.0'N 129°23.0'E
		"2"	27°18.8'N 129°16.8'E
		"3"	27°12.1'N 129°38.7'E
		"4"	26°52.8'N 129°29.3'E
		"5"	27°00.5'N 129°08.5'E
		Submarine cable between	27°06.0'N 129°23.0'E
			26°38.9'N 128°21.1'E
E2405	1Ed. 8/21/82 LAST NM 18/85		
	Add	Depth 293 fathoms "Rep (1985)" (PA)	(NVS7449/85) N19/85
			24°10.6'N 122°37.3'E
E2405	1Ed. 8/21/82 LAST NM 19/85		
	Substitute	Depth 41 fathoms "Rep (1985)" for 53 fathoms "Rep (1965)"	(HNNM7471/85) N25/85
			27°50'30"N 128°02'18"E
E2405	1Ed. 8/21/82 LAST NM 25/85		
	Delete	Depths	(27(825)85 Tokyo) N33/85
		14 fathoms "Rep (1978)"	28°07'N 126°47'E
		24 fathoms "Rep (1945)"	27°11'N 126°08'E
		9 fathoms 5 feet "(Rep 1946)"	25°35'N 126°13'E
E2405	1Ed. 8/21/82 LAST NM 33/85		
	Add	Depths 62 fathoms	(29(1911)85 Taunton; HNNM7522/85) N37/85
		258 fathoms "Rep (1985)" (PA)	24°33.0'N 122°13.8'E
			28°33.7'N 128°11.5'E
E2405	1Ed. 8/21/82 LAST NM 37/85		
	Substitute	Depth 78 fathoms for 94 fathoms	(47(1402)85 Tokyo) N2/86
			28°52.5'N 129°32.0'E
E2405	1Ed. 8/21/82 LAST NM 2/86		
	Change	Light to Iso 19M	(50(1466)85 Tokyo) N8/86
			26°42.0'N 128°01.0'E

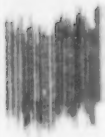
E2405	1Ed. 8/21/82 LAST NM 8/86		(6(148)86 Tokyo; Jpn CH 1004A; 16(104)85 Cna) N15/86
	Delete	Depths 24 fathoms "Rep (1964)"	25°44.1'N 126°36.5'E
		12 fathoms "Rep (1951)"	25°56.5'N 127°19.2'E
		13 fathoms "Rep (1964)"	27°23.0'N 125°56.0'E
		12 fathoms	26°49.0'N 125°20.0'E
		30 fathoms	25°49.5'N 126°34.7'E
E2405	1Ed. 8/21/82 LAST NM 15/86		(MCNM7818/86) N41/86
	Add	Dashed-line circle with legend "Discol water (1986)"	26°06.9'N 127°57.8'E
E2405	1Ed. 8/21/82 LAST NM 41/86		(MCNM7822/86) N42/86
	Add	Depth 67 fathoms "Rep (1986)"	27°30.3'N 127°43.3'E
E2405	1Ed. 8/21/82 LAST NM 42/86		(Jpn CH 1004A) N47/86
	Delete	Depth 23 fathoms	28°15.0'N 126°59.0'E
E2405	1Ed. 8/21/82 LAST NM 47/86		(39(1173)86 Tokyo) N48/86
	Add	Superbuoy "ODAS", Fl Ra Ref	28°12'N 126°21'E
E2405	1Ed. 8/21/82 LAST NM 48/86		(39(2836)86 Taunton) N2/87
	Add	Depth 12 fathoms "Rep (1986)"	25°38.9'N 122°32.8'E
E2405	1Ed. 8/21/82 LAST NM 2/87		(2(55)87 Tokyo) N11/87
	Change	Light to Iso 22M	24°03.1'N 123°47.4'E
E2405	1Ed. 8/21/82 LAST NM 11/87		(18(545)87 Tokyo) N30/87
	Delete	Danger circle "Obstr Rep (1938)"	28°52.0'N 128°59.0'E
	Add	Depth 1 fatnom 1 foot	28°51.0'N 128°58.3'E
E2405	1Ed. 8/21/82 LAST NM 30/87		(32(895)87 Tokyo) N45/87
	Add	Submarine cable joining	26°44.0'N 127°58.0'E
			26°47.2'N 127°58.6'E
			27°15.2'N 128°23.3'E
			27°13.0'N 128°39.0'E
			27°13.0'N 128°57.5'E
			27°30.0'N 129°22.0'E
E2405	1Ed. 8/21/82 LAST NM 45/87		(41(1190)87 Tokyo) N52/87
	Relocate	Superbuoy ODAS close S to	28°10'N 126°20'E
E2405	1Ed. 8/21/82 LAST NM 52/87		(48(1377, 1378)87 Tokyo) N4/88
	Change	Lights to Fl(2) 20M	28°28.0'N 129°37.0'E
		Iso 19M	28°17.0'N 129°56.1'E
E2405	1Ed. 8/21/82 LAST NM 4/88		(46(3494)87 Taunton) N8/88
	Add	Dashed-line circle "Discol water Rep (1987)"	27°41.0'N 128°20.5'E
E2405	1Ed. 8/21/82 LAST NM 8/88		(8(249)88 Tokyo) N18/88
	Delete	Light	26°22.0'N 126°43.0'E
	Add	Light Iso 20M	26°22.1'N 126°43.9'E
E2405	1Ed. 8/21/82 LAST NM 18/88		(13(73)88 Tianjin; Cna CH 9201) N51/88
	Delete	Depths 5 fathoms "Rep (1923)"	25°50.5'N 120°39.0'E
		12 fathoms "Rep (1905)"	25°28.5'N 120°19.0'E
		8 fathoms "Rep (1954)"	25°26.5'N 120°07.5'E
		17 fathoms "Rep (1953)"	25°24.0'N 120°07.0'E
		10.5 fathoms "Rep (1929)"	25°22.0'N 120°01.0'E
		9.5 fathoms	25°29.0'N 120°25.5'E
		15 fathoms	26°06.0'N 120°42.0'E
		Dotted-line circle and legend "Rep (1920)"	25°53.5'N 120°27.9'E
E2405	1Ed. 8/21/82 LAST NM 51/88		(MCNM1054/89) N19/89
	Delete	Buoy "2"	27°19.0'N 129°16.9'E
E2405	1Ed. 8/21/82 LAST NM 19/89		(15, 17/90 Tso-ying) N19/90
	Delete	Light	25°09'N 121°44'E
	Change	Visibility (range) of light to 14M	25°12'N 121°47'E
★E2406	1Ed. 6/26/82	NEW CHART	(DMAHTC, US LL) N33/82
	Change	Light to Iso, F 14M	32°46.0'N 128°39.0'E
E2406	1Ed. 6/26/82 LAST NM 33/82		(NVS6791/82) N45/82
	Add	Depth 174 fathoms	30°11'12"N 129°37'15"E

E2406	1Ed. 6/26/82 LAST NM 45/82			(2(24)83 Seoul) N9/83
	Change	Fog signal to SIREN at light		34°47.0'N 125°47.4'E
E2406	1Ed. 6/26/82 LAST NM 9/83			(9(52)85 China) N27/85
	Add	Danger circle "Unexploded Ordnance"		29°38.0'N 122°46.3'E
E2406	1Ed. 6/26/82 LAST NM 27/85			(Jpn CH 1212) N52/85
	Add	Depth 19 fathoms		33°18.1'N 129°01.4'E
E2406	1Ed. 6/26/82 LAST NM 52/85			(Jpn CH 1212) N7/86
	Add	Depth 19 fathoms		32°59.3'N 128°44.8'E
E2406	1Ed. 6/26/82 LAST NM 7/86			(6(38)86 China) N22/86
	Add	Legend "R Bn"		31°58.0'N 121°44.3'E
E2406	1Ed. 6/26/82 LAST NM 22/86			(MCNM7830/86) N43/86
	Add	Depths 200 fathoms		29°26.4'N 129°02.0'E
		231 fathoms		29°25.0'N 129°00.9'E
E2406	1Ed. 6/26/82 LAST NM 43/86			(MCNM7842/86) N46/86
	Add	Depth 194 fathoms "Rep (1986)"		30°19.0'N 128°07.5'E
E2406	1Ed. 6/26/82 LAST NM 46/86			(MCNM7862/86) N52/86
	Add	Depth 154 fathoms "Rep (1986)" (PA)		29°54.3'N 129°23.6'E
E2406	1Ed. 6/26/82 LAST NM 52/86			(Jpn CH 1222) N20/87
	Delete	Depth 174 fathoms		30°11.2'N 129°37.3'E
	Add	Depth 177 fathoms		30°12.0'N 129°36.5'E
E2406	1Ed. 6/26/82 LAST NM 20/87			(14(442)87 Tokyo) N26/87
	Add	Light Fl 26M		34°06.1'N 129°10.2'E
E2406	1Ed. 6/26/82 LAST NM 26/87			(MCNM7951/87; 38(1145)79 Tokyo) N29/87
	Delete	Depth 10 fathoms "Rep (1947)"		30°58.0'N 128°53.0'E
	Change	Legends to "Rep (1987) ED"		29°59.0'N 129°10.0'E
				29°56.1'N 129°15.0'E
				29°52.0'N 129°04.0'E
				29°46.5'N 128°55.0'E
				29°45.0'N 128°41.5'E
				30°32.0'N 129°38.0'E
	Add	Legend "Rep (1987) ED" to depths		
		11 fathoms		29°55.0'N 129°06.0'E
		11 fathoms		29°54.0'N 129°02.0'E
		11 fathoms		29°52.0'N 128°55.0'E
E2406	1Ed. 6/26/82 LAST NM 29/87			(22(714)89 Tokyo) N30/89
	Add	Depth 73 fathoms		29°19.5'N 129°15.2'E
E2406	1Ed. 6/26/82 LAST NM 30/89			(MCNM1013/90) N10/90
	Substitute	Depth 380 fathoms for 38 fathoms		31°05.8'N 128°57.0'E
E2406	1Ed. 6/26/82 LAST NM 10/90			(MCNM1021/90) N26/90
	Substitute	Depth 77 fathoms "Rep (1990)" (PA) for 91 fathoms		31°36.4'N 127°51.0'E
E2406	1Ed. 6/26/82 LAST NM 26/90			(17(570)90 Tokyo) N31/90
	Add	Fl 37M		30°49.8'N 129°57.9'E
E2406	1Ed. 6/26/82 LAST NM 31/90			(18(599)90 Tokyo) N34/90
	Substitute	Depth 20 fathoms for 39 fathoms		30°30.5'N 129°29.0'E
E2406	1Ed. 6/26/82 LAST NM 34/90			(42(554)90 Hamburg) N17/91
	Add	Superbuoy ODAS, yellow		29°30.0'N 124°05.0'E
★E2417	1Ed. 6/26/82	NEW CHART		(DMAHTC) N33/82
★E2501	1Ed. 8/11/79	NEW CHART		(DMAHTC) N40/79
E2501	1Ed. 8/11/79 LAST NM 40/79			(NVS4066/79; 30(1657)80 Taunton) N36/80
	Delete	Depths 12 fathoms		1°10.0'N 119°07.5'E
		14 fathoms		1°08.0'N 119°06.0'E
	Add	Depths 21 fathoms		1°18.4'N 119°00.6'E
		11 fathoms		1°21.6'N 118°59.5'E
		11 fathoms		1°10.1'N 119°06.3'E

E2501	1Ed. 8/11/79 LAST NM 36/80 Delete	Legend "Breakers Rep (1950)"	(NVS6436/81) N29/81 2°57'S 118°17'E
E2501	1Ed. 8/11/79 LAST NM 29/81 Add	Depths 12 fathoms 10 fathoms 3 feet 9 fathoms 3 feet	(NVS7123/83) N51/83 2°57.8'S 118°22.1'E 2°42.6'S 118°11.3'E 2°40.6'S 118°09.2'E
E2501	1Ed. 8/11/79 LAST NM 51/83 Add	Danger circle with legend "Unexploded Ordnance (rep 1984)"	(11(99)84 Jakarta) N21/84 0°15.0'S 119°00.0'E
E2501	1Ed. 8/11/79 LAST NM 21/84 Add	Depth 40 fathoms "Rep (1984)" (PA)	(NVS7392/85) N8/85 0°06.5'N 117°42.5'E
E2501	1Ed. 8/11/79 LAST NM 8/85 Add	Danger circle "Obstr"	(44(389)84 Jakarta) N9/85 0°40.0'S 119°01.8'E
E2501	1Ed. 8/11/79 LAST NM 9/85 Add	Depth 23 fathoms "Rep (1985)"	(MCNM7751/86) N19/86 0°04.1'N 117°43.5'E
E2501	1Ed. 8/11/79 LAST NM 19/86 Add	R Bn at light	(23(190)89 Jakarta) N33/89 0°59.5'N 118°59.0'E
★**E2502**	1Ed. 9/24/83 Change	NEW CHART Lights to Fl(2) 10M Fl(4) 20M	(DMAHTC; BA LL) N49/83 6°57.1'N 113°35.2'E 5°34.8'N 119°13.0'E
E2502	1Ed. 9/24/83 LAST NM 49/83 Change	Light to Fl(4) 20M (See N49/83-E2502)	(BA LL) N51/83 5°24.8'N 119°13.0'E
E2502	1Ed. 9/24/83 LAST NM 51/83 Delete	Depth 3 fathoms, blue tint, enclosing depth contour and legend "Owen Shoal ED" in vicinity	(NVS7290/84) N33/84 8°09'N 111°59'E
E2502	1Ed. 9/24/83 LAST NM 33/84 Add	Depth 122 fathoms "Rep (1984)	(HNNM7516/85) N32/85 5°47.3'N 119°51.5'E
E2502	1Ed. 9/24/83 LAST NM 32/85 Add	Depth 142 fathoms (PA)	(MCNM7783/86) N31/86 9°08.3'N 111°50.2'E
E2502	1Ed. 9/24/83 LAST NM 31/86 Add	Legend "Rep larger in area (1986)"	(31(2261)86 Taunton) N37/86 7°18.0'N 113°41.0'E
E2502	1Ed. 9/24/83 LAST NM 37/86 Add	Dangerous submerged rock "Rep (1976)" (PA)	(36(2722)88 Taunton) N1/89 7°59.5'N 118°03.5'E
★**E2602**	1Ed. 6/25/83 Delete	NEW CHART R Bns (AERO)	(DMAHTC; US RA) N37/83 5°23'N 103°06'E 6°09'N 102°17'E 7°11'N 100°36'E 8°29'N 99°57'E
E2602	1Ed. 6/25/83 LAST NM 37/83 Add	Depth 7 fathoms "Rep (1983)"	(NVS7025/83) N39/83 9°43'N 109°07'E
E2602	1Ed. 6/25/83 LAST NM 39/83 Add	Depth 53 fathoms	(24(1610)85 Taunton) N33/85 8°21.0'N 109°53.0'E
E2602	1Ed. 6/25/83 LAST NM 33/85 Add	Depth 320 fathoms	(MCNM1078/89) N35/89 8°48.2'N 109°39.9'E
E2602	1Ed. 6/25/83 LAST NM 35/89 Add	Depths 64 fathoms "Rep (1989)" 65 fathoms "Rep (1989)"	(MCNM1021/90) N39/90 9°55.8'N 109°55.0'E 9°51.4'N 109°50.5'E
E2602	1Ed. 6/25/83 LAST NM 39/90 Add	Depths 7.5 fathoms 6.8 fathoms "Rep (1990)" (PA)	(MCNM1047/90; 24(1610)85 Taunton) N45/90 7°22.2'N 109°01.4'E 7°23.0'N 108°57.0'E
E2602	1Ed. 6/25/83 LAST NM 45/90 Add	Depth 16 fathoms	(36(49)90 Brest) N6/91 7°15'N 103°04'E

E2602	1Ed. 6/25/83 LAST NM 6/91		(MCNM1079/91) N13/91
	Add	Depth 233 fathoms "Rep (1990)"	8°16.0'N 109°38.0'E
★**E2604**	1Ed. 8/27/88	NEW CHART	(DMAHTC; Cna CH 9705) N48/88
	Add	Wreck	19°22.5'N 108°25.0'E
			19°23.3'N 108°18.8'E
★**E2701**	1Ed. 6/30/79	NEW CHART	(DMAHTC) N35/79
E2701	1Ed. 6/30/79 LAST NM 35/79		(NVS6266/80) N52/80
	Delete	Stranded wreck	1°03'N 98°19'E
E2701	1Ed. 6/30/79 LAST NM 52/80		(43(463)80 Jakarta) N5/81
	Add	"Explosives Dumping Area" bound by purple dashed line joining	0°57'S 99°41'E
			0°57'S 99°46'E
			1°00'S 99°46'E
			1°00'S 99°41'E
E2701	1Ed. 6/30/79 LAST NM 5/81		(12(846)85 Taunton) N21/85
	Add	Light Fl 12M	2°32.8'S 101°05.0'E
★**E2702**	1Ed. 8/11/79	NEW CHART	(DMAHTC; 12(752)79 Taunton) N42/79
	Add	Depths 5 fathoms 3 feet in	5°52'N 94°50'E
		41 fathoms	5°32'N 94°56'E
		27 fathoms	4°59'N 95°05'E
E2702	1Ed. 8/11/79 LAST NM 42/79		(16(360)83 Tokyo) N42/83
	Add	Depth 3 fathoms 5 feet "Rep (1983)" (PA)	5°49.5'N 95°11.6'E
E2702	1Ed. 8/11/79 LAST NM 42/83		(Indo CH 6) N18/84
	Add	"Explosives Dumping Ground" bound by purple dashed-line circle, radius 1.25 miles, centered	5°57.3'N 95°06.5'E
E2702	1Ed. 8/11/79 LAST NM 18/84		(NVS7270/84) N25/84
	Add	Depth 28 fathoms "Rep (1984)" (PA)	6°03.8'N 94°49.8'E
E2702	1Ed. 8/11/79 LAST NM 25/84		(BA LL) N41/84
	Change	Light to Fl(3) 10M	8°38.0'N 97°38.3'E
E2702	1Ed. 8/11/79 LAST NM 41/84		(51(3377)84 Taunton) N7/85
	Add	Light Fl(3) 40M	6°04.5'N 95°06.8'E
E2702	1Ed. 8/11/79 LAST NM 7/85		(41(2991)86 Taunton) N49/86
	Add	Depth 18 fathoms (PA)	3°45.0'N 95°59.5'E
E2702	1Ed. 8/11/79 LAST NM 49/86		(MCNM7895/87) N8/87
	Add	Depths 301 fathoms (PA)	6°35'N 96°05'E
		328 fathoms (PA)	6°35'N 96°18'E
E2702	1Ed. 8/11/79 LAST NM 8/87		(43(3257)87 Taunton) N51/87
	Add	Depth 7 fathoms "Rep (1987)"	5°43.2'N 95°20.8'E
★**E2702**	1Ed. 8/11/79 LAST NM 51/87		(MCNM1033/89) N11/89
	Add	Depths 265 fathoms	4°54.0'N 93°22.0'E
		256 fathoms	4°52.0'N 93°18.0'E
E2702	1Ed. 8/11/79 LAST NM 11/89		(1(1)90 Jakarta) N11/90
	Add	Light Fl(4) 25M	5°33.3'N 95°09.1'E
E2702	1Ed. 8/11/79 LAST NM 11/90		(4(86)90 Dehra Dun) N28/90
	Change	Light to Fl(2) 10M	6°45'N 93°50'E
E2702	1Ed. 8/11/79 LAST NM 28/90		(33(215)90 Jakarta) N4/91
	Add	Light Fl(4) 25M	3°44.0'N 96°36.0'E
E2702	1Ed. 8/11/79 LAST NM 4/91		(43(3092)90 Taunton) N6/91
	Add	Depth 47 fathoms "Rep (1990)"	8°31.3'N 97°26.2'E
★**E2703**	1Ed. 8/11/79	NEW CHART	(DMAHTC) N42/79
E2703	1Ed. 8/11/79 LAST NM 42/79		(14(348)84 Dehra Dun) N36/84
	Add	Light Fl 10M	12°55.6'N 92°59.4'E

E2703	1Ed. 8/11/79 LAST NM 36/84		(MCNM1077/89) N31/89
	Add	Depth 38 fathoms "Rep (1977)"	12°29'14"N 94°42'41"E
E2703	1Ed. 8/11/79 LAST NM 31/89		(MCNM1114/89) N44/89
	Add	Depths 113 fathoms "Rep (1989)" (PA)	13°28.2'N 94°05.0'E
		231 fathoms "Rep (1989)" (PA)	12°42.0'N 94°40.0'E
		52 fathoms "Rep (1989)" (PA)	12°33.0'N 94°47.0'E
★E2801	1Ed. 9/15/79	NEW CHART	(DMAHTC) N45/79
★E2802	1Ed. 7/7/79	NEW CHART	(DMAHTC) N35/79
E2802	1Ed. 7/7/79 LAST NM 35/79		(US RA) N48/81
	Delete	R Bn (AERO)	6°00.0'N 80°20.0'E
★E2803	1Ed. 1/21/84	NEW CHART	(DMAHTC; BA LL) N13/84
	Delete	Omega note "All users...propagation paths." in lower right margin of chart	
	Change	Visibility (range) of light to 24M	15°47.5'N 80°59.0'E
E2803	1Ed. 1/21/84 LAST NM 13/84		(7(183)84 Dehra Dun) N25/84
	Add	Danger circle with legend "Unexploded Ordnance (rep 1983)	15°53.0'N 85°55.0'E
E2803	1Ed. 1/21/84 LAST NM 25/84		(1(48)85 Dehra Dun) N8/85
	Add	Danger circle with legend "Unexploded ordnance (rep 1984)"	16°26.0'N 82°21.5'E
E2803	1Ed. 1/21/84 LAST NM 8/85		(7(192)85 Dehra Dun) N26/85
	Change	Light to Fl(2) 18M	10°45.9'N 79°50.8'E
E2803	1Ed. 1/21/84 LAST NM 26/85		(11(296)85 Dehra Dun) N41/85
	Add	Danger circle "Unexploded Ordnance"	16°12.5'N 86°10.0'E
E2803	1Ed. 1/21/84 LAST NM 41/85		(6(157)89 Dehra Dun) N24/89
	Add	Purple dashed-line circle "Unexploded ordnance (Rep 1989)"	14°07.5'N 81°04.2'E
E2803	1Ed. 1/21/84 LAST NM 24/89		(3(64)90 Dehra Dun) N28/90
	Add	Depth 28 fathoms (PA)	12°57.8'N 80°42.5'E
★E2804	1Ed. 12/3/83	NEW CHART	(DMAHTC) N16/84
	Delete	Omega note "All users...propagation paths." in upper left margin of chart	
E2804	1Ed. 12/3/83 LAST NM 16/84		(9(226)84 Dehra Dun) N25/84
	Add	Danger circle with legend "Unexploded Ordnance (rep 1983)"	17°48.0'N 84°05.0'E
E2804	1Ed. 12/3/83 LAST NM 25/84		(3(111)85 Dehra Dun) N13/85
	Add	Danger circles with legend "Unexploded Ordnance (rep 1985)"	17°28.0'N 83°52.5'E
			17°28.6'N 83°50.0'E
E2804	1Ed. 12/3/83 LAST NM 13/85		(11(296)85 Dehra Dun) N41/85
	Add	Danger circle "Unexploded Ordnance"	17°09.0'N 83°51.5'E
E2804	1Ed. 12/3/83 LAST NM 41/85		(13(332)87 Dehra Dun) N43/87
	Add	Purple dashed-line circle "Unexploded Ordnance"	17°35.0'N 84°03.0'E
E2804	1Ed. 12/3/83 LAST NM 43/87		(19(498)87 Dehra Dun) N5/88
	Add	Purple dashed-line circle "Unexploded Ordnance (rep 1987)"	17°28.0'N 83°53.1'E
E2804	1Ed. 12/3/83 LAST NM 5/88		(9(238)89 Dehra Dun) N32/89
	Add	Purple dashed-line circle "Unexploded ordnance (Rep 1989)"	17°22.5'N 83°45.0'E
E2804	1Ed. 12/3/83 LAST NM 32/89		(11(283)89 Dehra Dun) N35/89
	Add	Purple dashed-line circle "Unexploded ordnance (Rep 1989)"	17°25.5'N 83°46.7'E



E2804	1Ed. 12/3/83 LAST	NM 35/89		(12(302), 14(339)89 Dehra Dun) N38/89
	Add	Purple dashed-line circles "Unexploded Ordnance (rep 1989)"		17°28.4'N 83°45.8'E 17°32.3'N 83°49.4'E

★E2901	1Ed. 7/21/79		NEW CHART	(DMAHTC) N37/79
E2901	1Ed. 7/21/79 LAST	NM 37/79		(US CH 703) N32/81
	Substitute	Depth 178 fathoms "Rep (1977)" for 325 fathoms "Rep (1977)"		1°41'N 73°11'E
E2901	1Ed. 7/21/79 LAST	NM 32/81		(BA CH 66c) N49/83
	Add	Depth 192 fathoms "Rep (1967)"		0°24.6'S 73°25.1'E
E2901	1Ed. 7/21/79 LAST	NM 49/83		(16(418)85 Dehra Dun; BA CH 66B) N51/85
	Add	Light symbols		2°06.8'N 73°35.2'E 2°01.2'N 73°22.4'E 2°19.5'N 73°19.0'E 2°30.9'N 73°19.0'E 2°41.0'N 72°53.0'E 2°45.5'N 73°23.8'E
E2901	1Ed. 7/21/79 LAST	NM 51/85		(25(1799)86 Taunton) N35/86
	Add	Depth 179 fathoms "Rep (1986)"		1°45.5'N 73°11.0'E

★E2902	1Ed. 7/29/78		NEW CHART	(DMAHTC) N38/78
E2902	1Ed. 7/29/78 LAST	NM 38/78		(NVS6199/80) N35/80
	Add	Depth 200 fathoms "Rep (1980)"		4°37.5'N 75°35.7'E
E2902	1Ed. 7/29/78 LAST	NM 35/80		(US RA) N4/83
	Add	R Bn at light		8°16.1'N 73°01.9'E
E2902	1Ed. 7/29/78 LAST	NM 4/83		(BA RA) N10/84
	Delete	R Bn (AERO)		7°11.0'N 79°53.1'E
E2902	1Ed. 7/29/78 LAST	NM 10/84		(16(418)85 Dehra Dun; BA CH 66B) N51/85
	Add	Light symbols		3°00.5'N 73°00.5'E 3°05.5'N 73°37.5'E 3°06.5'N 72°52.0'E 3°18.4'N 72°59.5'E 3°27.9'N 73°45.0'E 3°40.5'N 73°24.5'E 3°31.0'N 73°16.5'E
E2902	1Ed. 7/29/78 LAST	NM 51/85		(43(2861)85 Taunton) N2/86
	Add	Depth 49 fathoms "Rep (1985)"		7°38.5'N 72°43.0'E

★E2903	1Ed. 8/26/78		NEW CHART	(DMAHTC) N46/78
E2903	1Ed. 8/26/78 LAST	NM 46/78		((379),(545),(672)79, (534)80 Dehra Dun; NVS6411/81) N32/81
	Add	Purple dashed-line circles "Unexploded Ordnance" (PA)		14°32.0'N 73°10.0'E 14°00.0'N 72°30.0'E 15°50.0'N 72°35.0'E 15°49.0'N 72°24.0'E 16°02.0'N 72°10.0'E 15°52.0'N 72°37.5'E
E2903	1Ed. 8/26/78 LAST	NM 32/81		(NVS7032/83) N40/83
	Add	Depth 285 fathoms "Rep (1983)" (PA)		11°45.2'N 73°02.0'E
E2903	1Ed. 8/26/78 LAST	NM 40/83		(11(265)84 Dehra Dun) N31/84
	Add	Light Fl(3) 8M (PA)		11°41.8'N 72°42.5'E
E2903	1Ed. 8/26/78 LAST	NM 31/84		(12(289-291)84 Dehra Dun) N33/84
	Change	Light to Fl 8M (PA)		11°07.1'N 72°46.3'E
	Add	Lights Q(9) 9M (PA) Fl(4) 8M (PA)		11°36.0'N 72°11.1'E 11°15.0'N 72°47.3'E
E2903	1Ed. 8/26/78 LAST	NM 33/84		(3(85)87 Dehra Dun) N18/87
	Add	Purple dashed-line circle "Unexploded Ordnance (rep 1986)"		15°58.0'N 72°27.0'E

E2903	1Ed. 8/26/78 LAST NM 18/87		(MCNM8159/88) N44/88
	Add	Depth 341 fathoms	11°43.0'N 73°00.7'E
		229 fathoms	11°44.2'N 73°01.0'E
E2903	1Ed. 8/26/78 LAST NM 44/88		(5(139)89 Dehra Dun) N21/89
	Add	Purple dashed-line circle "Unexploded ordnance (rep 1989)"	10°12.5'N 75°27.5'E
E2903	1Ed. 8/26/78 LAST NM 21/89		(10(207)90 Dehra Dun) N34/90
	Add	Depth 207 fathoms (PA)	13°49.0'N 73°05.9'E
★E2904	1Ed. 7/28/79	NEW CHART	(DMAHTC) N41/79
E2904	1Ed. 7/28/79 LAST NM 41/79		(1(44), 2(61), 3(90), 4(110)89 Dehra Dun) N19/89
	Add	Purple dashed-line circles "Unexploded ordnance (Rep 1988)"	20°46.3'N 69°00.3'E 21°11.0'N 68°35.0'E 20°45.2'N 68°00.0'E 20°58.2'N 68°02.1'E
E2904	1Ed. 7/28/79 LAST NM 19/89		(5(136)89 Dehra Dun) N21/89
	Add	Purple dashed-line circle "Unexploded ordnance (rep 1988)"	20°45.0'N 68°55.0'E
E2904	1Ed. 7/28/79 LAST NM 21/89		(6(156)89 Dehra Dun) N24/89
	Add	Purple dashed-line circle "Unexploded ordnance (Rep 1989)"	17°11.1'N 71°29.0'E
★E3001	1Ed. 8/8/81	NEW CHART	(DMAHTC) N39/81
★E3002	1Ed. 8/15/81	NEW CHART	(DMAHTC) N42/81
★E3004	1Ed. 8/11/79	NEW CHART	(DMAHTC) N42/79
E3004	1Ed. 8/11/79 LAST NM 42/79		(NVS6481/81) N37/81
	Delete	Depths 153 fathoms	19°46.3'N 58°54.8'E
		142 fathoms	19°52.5'N 58°58.5'E
		65 fathoms	19°58.5'N 59°02.5'E
		52 fathoms	20°04.5'N 59°06.4'E
		65 fathoms	20°24.7'N 59°17.7'E
E3004	1Ed. 8/11/79 LAST NM 37/81		(NVS7141/83) N1/84
	Change	Legend "Rep (1976)" charted against 9-fathom depth to "Rep (1975) PA"	19°16.8'N 58°12.5'E
E3004	1Ed. 8/11/79 LAST NM 1/84		(BA LL) N9/85
	Change	Light to Fl 16M Racon	22°30.0'N 59°48.0'E
E3004	1Ed. 8/11/79 LAST NM 9/85		(HNNM0005/85) N38/85
	Add	Depths 100 fathoms	22°36.6'N 59°37.9'E
		300 fathoms	22°36.8'N 59°38.0'E
		400 fathoms	22°37.0'N 59°38.1'E
		550 fathoms	22°37.4'N 59°38.3'E
E3004	1Ed. 8/11/79 LAST NM 38/85		(HNNM 7711/85) N11/86
	Add	Depth 204 fathoms	19°05.5'N 58°16.3'E
★E3005	1Ed. 9/1/79	NEW CHART	(DMAHTC: 2(123)79 Taunton) N44/79
	Add	Depths 92 fathoms in	25°19.1'N 57°54.8'E
		94 fathoms	25°18.9'N 57°57.0'E
E3005	1Ed. 9/1/79 LAST NM 44/79		(NVS6271/80) N1/81
	Add	Depth 49 fathoms (ED)	23°07'N 66°47'E
E3005	1Ed. 9/1/79 LAST NM 1/81		(NVS6328/81) N11/81
	Delete	Depth 49 fathoms (ED) (Supersedes N1/81-E3005)	23°07'N 66°47'E
E3005	1Ed. 9/1/79 LAST NM 11/81		(NVS6769/82) N42/82
	Add	Wreck (PA)	25°23'N 57°05'E
E3005	1Ed. 9/1/79 LAST NM 42/82		(US RA) N28/84
	Delete	R Bns	24°56.1'N 66°56.1'E
		(AERO)	24°48.0'N 66°58.2'E
		(AERO)	24°53.5'N 67°10.0'E

E3005	1Ed. 9/1/79 LAST NM 28/84		(DMAHTC) N47/85
	Delete	R Bn (AERO)	25°05.0'N 61°49.0'E
E3005	1Ed. 9/1/79 LAST NM 47/85		(37(167)87 Karachi) N47/87
	Change	Lights to Fl 19M (PA)	25°01.5'N 61°43.3'E
		Fl(2) 19M	25°06.1'N 62°23.0'E
E3005	1Ed. 9/1/79 LAST NM 47/87		(32(92)90 Karachi; BA LL) N49/90
	Delete	Light	25°12.0'N 63°27.0'E
	Add	Light Fl(3) 19M	25°12.3'N 63°29.6'E
★E3101	1Ed. 7/11/81	NEW CHART	(DMAHTC) N34/81
★E3102	1Ed. 8/15/81	NEW CHART	(DMAHTC) N45/81
★E3103	1Ed. 8/8/81	NEW CHART	(DMAHTC; NVS6381, 6452/81) N40/81
	Add	Depths 26 fathoms	12°13.5'N 54°19.5'E
		84 fathoms "Rep (1981)"	13°07.0'N 51°23.0'E
E3103	1Ed. 8/8/81 LAST NM 40/81		(49(3261)85 Taunton) N10/86
	Add	Depth 211 fathoms	12°59.0'N 54°03.0'E
E3103	1Ed. 8/8/81 LAST NM 10/86		(BA LL; 9(670)86 Taunton) N19/86
	Change	Visibility (range) of light to 18M	11°50.0'N 51°16.5'E
	Add	Depths 37 fathoms	12°30.7'N 53°11.1'E
		186 fathoms	12°10.3'N 51°46.0'E
		181 fathoms	12°22.6'N 51°19.0'E
		Danger circle "Shoal (rep 1969)"	12°07.8'N 52°32.0'E
E3103	1Ed. 8/8/81 LAST NM 19/86		(33(2383)86 Taunton) N40/86
	Add	Depth 285 fathoms	11°13.5'N 52°39.0'E
E3103	1Ed. 8/8/81 LAST NM 40/86		(13(1011)87 Taunton) N22/87
	Add	Depths 30 fathoms	12°48.3'N 53°53.0'E
		22 fathoms	12°49.5'N 53°57.0'E
E3103	1Ed. 8/8/81 LAST NM 22/87		(MCNM7970/87) N39/87
	Delete	Depths 31 fathoms "Rep (1957)"	11°59'N 54°45'E
		83 fathoms	12°04'N 54°48'E
		94 fathoms	11°55'N 54°43'E
★E3201	1Ed. 8/8/81	NEW CHART	(DMAHTC) N39/81
★E3203	1Ed. 1/28/84	NEW CHART	(DMAHTC; 3(45)84 Brest; BA LL) N15/84
	Delete	Omega note "All users...propagation paths." in upper left margin of chart	
	Change	Lights to Fl WR 26/22M	12°46.0'N 44°59.5'E
		Oc 23M	12°46.0'N 45°03.7'E
	Add	Wreck (PA)	12°08.1'N 43°39.0'E
		Legend "Oc R 10M" to lights (AERO)	12°52.0'N 45°00.5'E
			12°51.7'N 45°03.0'E
E3203	1Ed. 1/28/84 LAST NM 15/84		(NVS7274/84) N27/84
	Add	Depth 31 fathoms "Rep (1984)" (PA)	12°22.1'N 43°57.5'E
E3203	1Ed. 1/28/84 LAST NM 27/84		(18(1828)84 Hamburg) N29/84
	Substitute	Depth 30 fathoms "Rep (1984)" for 60 fathoms	15°49'N 41°48'E
E3203	1Ed. 1/28/84 LAST NM 29/84		(44(2877)84 Taunton) N50/84
	Add	Depth 153 fathoms	11°34.5'N 44°03.0'E
E3203	1Ed. 1/28/84 LAST NM 50/84		(4(255)84 Taunton) N11/85
	Add	Depth 58 fathoms "Rep (1984)"	14°56.0'N 42°19.6'E
E3203	1Ed. 1/28/84 LAST NM 11/85		(9(670)86 Taunton) N19/86
	Add	Danger circle "Shoal (rep 1969)"	12°07.8'N 52°32.0'E

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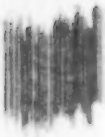
			N19/86
E3203	(Continued)		
	Add	Depths 186 fathoms	12°10.3'N 51°46.0'E
		181 fathoms	12°22.6'N 51°19.0'E
		100 fathoms	12°27.5'N 50°57.5'E
		96 fathoms	12°06.8'N 50°57.0'E
		120 fathoms	12°06.4'N 50°52.7'E
E3203	1Ed. 1/28/84 LAST	NM 19/86	(MCNM7776/86) N27/86
	Add	Depth 237 fathoms (PA)	11°54.8'N 44°41.9'E
E3203	1Ed. 1/28/84 LAST	NM 27/86	(49(3598, 3599)86 Taunton) N9/87
	Delete	Depth 34 fathoms "Rep (1975)" (PA)	15°48.5'N 41°30.5'E
	Add	Depths 270 fathoms	12°07.5'N 45°37.7'E
		363 fathoms	12°06.7'N 44°57.7'E
		158 fathoms	14°49.7'N 42°04.2'E
		178 fathoms	15°25.6'N 41°57.0'E
		278 fathoms	15°25.6'N 41°50.7'E
		218 fathoms	15°49.5'N 41°30.2'E
E3203	1Ed. 1/28/84 LAST	NM 9/87	(24(1776)87 Taunton) N40/87
	Add	Depth 52 fathoms (PA)	12°58.0'N 43°10.5'E
E3203	1Ed. 1/28/84 LAST	NM 40/87	(MCNM1047/89) N22/89
	Add	Depth 377 fathoms	11°55.0'N 45°25.0'E
		295 fathoms	11°54.0'N 45°03.0'E
★E3304	1Ed. 2/11/84	NEW CHART	(DMAHTC; 107/83 SPA; BA LL) N17/84
	Delete	Omega note "All users...propagation paths." in lower right margin of chart	
		Lights	19°36.9'N 37°14.5'E
			19°37.5'N 37°18.0'E
			19°39.0'N 37°19.9'E
	Change	Lights to Fl(2) WRG 12-8M Racon	21°41.1'N 38°48.9'E
		Fl(2) 15M	20°54.5'N 37°28.0'E
		Fl 10M	19°24.0'N 37°55.5'E
		Fl 10M	18°50.0'N 38°46.0'E
	Add	Light flare symbol to light dot	16°57.5'N 41°20.5'E
		Light Fl 16M Racon Ra Ref	22°44.7'N 38°37.4'E
E3304	1Ed. 2/11/84 LAST	NM 17/84	(44(2876)84 Taunton) N50/84
	Add	Depths 228 fathoms	16°48.9'N 40°54.5'E
		295 fathoms	16°45.8'N 40°56.7'E
E3304	1Ed. 2/11/84 LAST	NM 50/84	(HNNM7683/86) N7/86
	Add	Depths 790 meters (PA)	17°33.9'N 40°22.2'E
		541 meters (PA)	17°13.5'N 40°37.1'E
E3304	1Ed. 2/11/84 LAST	NM 7/86	(4(281)86 Taunton) N17/86
	Add	Depth 19 fathoms "Rep (1985)"	16°27.1'N 40°44.7'E
E3304	1Ed. 2/11/84 LAST	NM 17/86	(HNNM7683/86) N9/87
	Delete	Depths 790 meters (PA)	17°33.9'N 40°22.2'E
		541 meters (PA)	17°13.5'N 40°37.1'E
		(Cancel N7/86-E3304)	
★E3305	1Ed. 2/4/84	NEW CHART	(DMAHTC) N15/84
	Delete	Legend "Exting" from lights	27°27.0'N 34°02.3'E
			27°40.7'N 33°48.0'E
			27°47.0'N 33°41.3'E
			27°58.0'N 34°25.5'E
			27°59.0'N 34°26.9'E
		Omega note "All users...propagation paths." in lower right margin of chart	
	Change	Chart 62220 to 62250 in line D under sounding density diagram in right center margin of chart	
E3305	1Ed. 2/4/84 LAST	NM 15/84	(36(2361)84 Taunton) N44/84
	Add	Dangerous submerged rock	23°33.1'N 36°20.0'E
		"Reef Rep (1984)"	(16(1062)85 Taunton) N26/85
E3305	1Ed. 2/4/84 LAST	NM 44/84	25°32.9'N 35°31.7'E
	Add	Depth 8 fathoms "Rep (1984)" (PA)	



E3305	1Ed. 2/4/84 LAST NM 26/85		(5(33)86 Brest) N15/86
	Add	Depth 48 fathoms (PA)	27°35.3'N 34°00.9'E
E3305	1Ed. 2/4/84 LAST NM 15/86		(6/86 Alexandria) N29/86
	Add	Wreck	26°14.7'N 34°27.3'E
E3305	1Ed. 2/4/84 LAST NM 29/86		(SPA A170/86) N7/87
	Add	Light symbol and Racon	23°28.1'N 38°25.5'E
E3305	1Ed. 2/4/84 LAST NM 7/87		(46(348)087 Taunton) N1/88
	Delete	Depth 8 fathoms "Rep (1984)" PA	25°32.9'N 35°31.7'E
E3305	1Ed. 2/4/84 LAST NM 1/88		(MCNM1046/90) N16/91
	Add	Purple dashed-line circle "Unexploded ordnance Rep (1991)"	27°27.1'N 35°02.9'E
★**E3307**	1Ed. 8/5/89	NEW CHART	(DMAHTC, 17(294-12)89 Rostock; BA RA; BA LL) N50/89
	Delete	Light flare symbol	35°30.6'N 35°46.7'E
	Relocate	Light flare symbol close NW to close NW	36°12.0'N 33°47.0'E 36°08.9'N 33°19.8'E
	Change	Legend "R Bn" to "Aero R Bn"	36°53.0'N 30°47.8'E
	Add	Light flare symbol	36°14.0'N 32°18.4'E 36°18.0'N 30°29.2'E
★**E3601**	2Ed. 4/29/89	NEW EDITION	(DMAHTC) N26/89
	Substitute	Depth 27 fathoms for 42 fathoms "Rep (1970)" (Previously published N23/89)	2°35.0'N 8°12.1'E
★**E3602**	2Ed. 4/29/89	NEW EDITION	(DMAHTC; BA CH 1861; BA RA) N26/89
	Delete	R Bns (AERO)	6°33.0'N 3°21.0'E
		(PA)	5°36.4'N 5°11.0'E 5°21.3'N 5°20.8'E 3°45.4'N 8°43.4'E 4°05.4'N 9°22.0'E
		Light flare symbol	6°24.2'N 3°23.5'E
	Add	R Bn (AERO)	6°22.8'N 2°23.9'E
		Light flare symbol	6°27.5'N 3°24.4'E
E3602	2Ed. 4/29/89 LAST NM 26/89		(34(2403)90 Taunton) N51/90
	Delete	Depth 9 fathoms 3 feet "ED (1887)"	5°29.0'N 0°35.8'E
★**E5102**	1Ed. 6/28/80	NEW CHART	(DMAHTC) N34/80
E5102	1Ed. 6/28/80 LAST NM 34/80		(7(499)91 Taunton) N18/91
	Add	Depth 361 fathoms	9°30.0'S 0°28.0'W
★**E5103**	1Ed. 7/12/80	NEW CHART	(DMAHTC) N34/80
E5103	1Ed. 7/12/80 LAST NM 34/80		(43(2627)82 Taunton) N3/83
	Delete	Depth 105 fathoms	12°58'S 5°42'W
	Add	Depth 86 fathoms	12°58'S 5°41'W
E5103	1Ed. 7/12/80 LAST NM 3/83		(13(38)84 Brest) N22/84
	Substitute	Depth 63 fathoms for 93 fathoms	12°36.7'S 5°14.7'W
E5103	1Ed. 7/12/80 LAST NM 22/84		(13(38)84 Brest) N25/84
	Substitute	Depth 63 fathoms for 93 fathoms (Cancels N22/84-E5103)	11°36.7'S 5°14.7'W
★**E5104**	1Ed. 11/26/83	NEW CHART	(DMAHTC) N9/84
★**E5105**	1Ed. 12/17/83	NEW CHART	(DMAHTC) N10/84
	Delete	Note "All users are...paths." in right lower margin of chart	

★E5202	1Ed. 7/12/80	NEW CHART	(DMAHTC) N39/80
E5202	1Ed. 7/12/80 LAST NM 39/80 Substitute	Depth 38 fathoms for 52 fathoms	(28(1714)82 Taunton) N46/82 9°43.9'S 12°48.3'W
E5202	1Ed. 7/12/80 LAST NM 46/82 Delete	Depth 140 fathoms "Rep (1956)"	(NVS7266/84) N23/84 8°25.0'S 16°55.0'W
	Add	Depth 140 fathoms	8°28.8'S 17°04.6'W
E5202	1Ed. 7/12/80 LAST NM 23/84 Add	Depth 116 fathoms	(25(1880)89 Taunton) N33/89 9°44.8'S 12°05.3'W
★E5203	1Ed. 7/12/80	NEW CHART	(DMAHTC) N39/80
★E5205	1Ed. 1/7/84	NEW CHART	(DMAHTC) N15/84
★E5302	1Ed. 6/28/80	NEW CHART	(DMAHTC) N34/80
★E5303	1Ed. 5/25/85	NEW CHART	(DMAHTC) N40/85
★E5304	1Ed. 2/23/91	NEW CHART	(DMAHTC) N17/91
★E5402	1Ed. 6/21/80	NEW CHART	(DMAHTC) N34/80
E5402	1Ed. 6/21/80 LAST NM 34/80 Add	Stranded wreck	(19(173)80 Rio de Janeiro) N6/81 4°49.1'S 37°03.1'W
E5402	1Ed. 6/21/80 LAST NM 6/81 Delete	Depth 5 fathoms "Rep (1978)"	(NVS6403, 6404/81) N24/81 4°00'S 36°05'W
	Add	Depth 5 fathoms "Rep (1980)" (PA)	3°58'S 35°48'W
E5402	1Ed. 6/21/80 LAST NM 24/81 Add	Depth 26 fathoms	(NVS6978/83) N31/83 3°26.1'S 35°02.8'W
E5402	1Ed. 6/21/80 LAST NM 31/83 Delete	R Bn (AERO) at light	(14(119)83 Rio de Janeiro) N43/83 8°07.9'S 34°56.3'W
	Add	R Bn (AERO)	8°03.0'S 34°57.6'W
E5402	1Ed. 6/21/80 LAST NM 43/83 Delete	Depth 65 fathoms (PD)	(17(1276)86 Taunton) N39/86 4°14.5'S 34°51.2'W
E5402	1Ed. 6/21/80 LAST NM 39/86 Add	Depth 85 fathoms	(MCNM8136/88) N36/88 3°29.2'S 37°29.5'W
E5402	1Ed. 6/21/80 LAST NM 36/88 Delete	Depths 5 fathoms 5 fathoms "Rep (1980)" (PA)	(27(1940)90 Taunton) N39/90 3°50.7'S 35°57.7'W 3°58.0'S 35°48.0'W
E5402	1Ed. 6/21/80 LAST NM 39/90 Delete	R Bns (AERO)	(MCNM1073/91) N8/91 5°11.2'S 37°21.0'W 8°03.0'S 34°57.6'W
		R Bn (AERO) at light Light (AERO)	5°54.4'S 35°14.8'W 8°07.9'S 34°56.3'W
	Change	Characteristic of light to L Fl	4°57.2'S 36°52.9'W
		Visibility (range) of lights to 16M 28M 34M	6°57.8'S 34°49.0'W 7°09.2'S 34°47.9'W 9°39.6'S 35°43.5'W
	Add	Depths 44 fathoms 12 fathoms	4°44.7'S 35°10.5'W 4°53.0'S 35°01.0'W
		Light symbol R Bn (AERO)	3°45.2'S 38°35.1'W 3°52.0'S 32°26.0'W
		Lights Fl(2) 20M Fl(3) 21M	5°02.9'S 36°02.1'W 5°29.7'S 35°15.1'W

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E5402	(Continued) Add	Submarine cables joining	N 8 8°11.2'S 34°34.2 8°09.8'S 34°26.9 8°07.5'S 34°12.0
		joining	8°12.7'S 34°33.9 8°11.6'S 34°18.5 8°10.0'S 34°12.0

★E5403	1Ed. 7/12/80	NEW CHART	(DMAHTC) N34/
E5403	1Ed. 7/12/80 LAST NM 34/80 Delete	Platform	(Brz LL, 7(89)86 Rio de Janeiro) N10/ 10°39.0'S 36°37.5
	Change	Lights to Al Iso WWR 38M L Fl 27M	13°00.8'S 38°32.2 14°48.9'S 39°03.0
		Visibility (range) of lights to 39M 15M 21M	10°58.0'S 37°03.4 11°25.1'S 37°19.8 15°51.8'S 38°54.3
	Add	Light Fl(2) 27M	16°26.1'S 39°04.2

★E5404	1Ed. 8/9/80	NEW CHART	(DMAHTC) N45/
E5404	1Ed. 8/9/80 LAST NM 45/80 Substitute	Depth 1. fathoms for 15 fathoms "Rep (1957)"	(22(222)81 Rio de Janeiro) N32/ 17°53.2'S 35°58.0
E5404	1Ed. 8/9/80 LAST NM 32/82 Delete	Danger circles "ED 1913" "Rep (1915)"	(12(114)82 Rio de Janeiro) N45/ 17°10.0'S 35°42.5 17°38.0'S 35°16.5
E5404	1Ed. 8/9/80 LAST NM 45/82 Add	Depth 14 fathoms	(NVS6978/83) N31/ 20°31.6'S 38°06.6
E5404	1Ed. 8/9/80 LAST NM 31/83 Add	Depth 28 fathoms	(36(2404)85 Taunton) N46/ 20°05'S 38°06
E5404	1Ed. 8/9/80 LAST NM 46/85 Add	Depth 3 fathoms 5 feet	(15(1181)90 Taunton) N31/ 17°10.0'S 37°01.0
E5404	1Ed. 8/9/80 LAST NM 31/90 Delete	Depth 6.4 fathoms and enclosing danger circle (PA) "Rep (1966)"	(MCNM1074/91) N10/ 21°25'S 40°13
		Stranded wreck R Bn	22°04'S 40°57 21°41'S 41°18
	Change	Lights to Fl(4) 34M L Fl(2) 40M Al Fl WR 28/22M	20°19'S 40°16 22°02'S 41°03 22°25'S 41°42
		Visibility (range) of light to 23M Characteristic of light to Q(2)	17°40'S 39°15 20°42'S 40°24
----------	Add	Depth 142 fathoms	22°08.3'S 39°58.6
★E5405	1Ed. 1/12/91 Add	NEW CHART Depth 84 fathoms "Rep (1987)"	(DMAHTC; 8(650)87 Taunton) N14/ 27°17'S 39°03

★E5409	1Ed. 6/29/85	NEW CHART	(DMAHTC) N40/8

★E5505	1Ed. 7/5/80	NEW CHART	(DMAHTC) N39/8
. E5505	1Ed. 7/5/80 LAST NM 39/80 Add	Wreck	(19(S217)90 Rio de Janeiro) N2/9 24°37.8'S 43°17.3
E5505	1Ed. 7/5/80 LAST NM 2/91 Delete	R Bns (AERO)	(Brz LL; 20(S293)89 Rio de Janeiro) N10/9 22°47'S 42°11 25°32'S 48°31
		Legends "Fl 29M" "(AERO)" "(AERO)"	23°02'S 42°03 24°04'S 46°12 28°35'S 48°57

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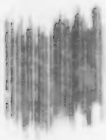
E5505	(Continued) Delete	Light	N10/91 27°50'S 48°34'W
	Substitute	Light symbol for position circle Note: R Bn remains	23°04'S 43°09'W
	Add	Legend "(AERO)" to R Bn Wreck R Bn (AERO)	25°52.0'S 48°39.0'W 26°29.0'S 42°46.0'W 27°41.2'S 48°30.0'W
E5505	1Ed. 7/5/80 LAST NM 10/91 Add	Wreck	(5/26/91 Rio de Janeiro) N22/91 22°36.6'S 40°28.4'W
★E5506	1Ed. 5/24/80	NEW CHART	(DMAHTC) N33/80
★E5509	1Ed. 6/1/85	NEW CHART	(DMAHTC) N7/86
★E5606	1Ed. 5/24/80	NEW CHART	(DMAHTC) N31/80
E5606	1Ed. 5/24/80 LAST NM 31/80 Substitute	Depth 660 fathoms for 32 fathoms (ED) "Rep (1837)"	(8/81/80 Rio de Janeiro) N46/80 34°40'S 51°42'W
★E5607	1Ed. 8/9/80	NEW CHART	(DMAHTC) N43/80
E5607	1Ed. 8/9/80 LAST NM 43/80 Add	Light Fl 16M	(3/11/84 Buenos Aires) N17/84 35°27.0'S 57°08.9'W
E5607	1Ed. 8/9/80 LAST NM 17/84 Change	Visibility (range) of light to 26M	(Arg LL) N28/91 38°05'S 57°33'W
★E5608	1Ed. 5/17/80	NEW CHART	(DMAHTC) N30/80
★E5609	1Ed. 9/17/83	NEW CHART	(DMAHTC) N45/83
★E5610	1Ed. 9/17/83	NEW CHART	(DMAHTC) N45/83
★E5611	1Ed. 7/12/80	NEW CHART	(DMAHTC) N43/80
E5611	1Ed. 7/12/80 LAST NM 43/80 Add	Depth 86 fathoms	(35/2673/87 Taunton) N4/88 54°35.0'S 55°18.0'W
E5611	1Ed. 7/12/80 LAST NM 4/88 Add	Depth 269 fathoms	(MCNM1106/91) N25/91 53°38.8'S 50°46.1'W
★E5612	1Ed. 8/24/85	NEW CHART	(DMAHTC) N48/85
★E5708	1Ed. 8/23/80	NEW CHART	(DMAHTC) N47/80
E5708	1Ed. 8/23/80 LAST NM 47/80 Add	Depth 3 fathoms 1 foot	(4/8/82 Buenos Aires) N35/82 42°10.0'S 63°22.0'W
E5708	1Ed. 8/23/80 LAST NM 35/82 Add	Wreck (PA)	(1/29/83 Buenos Aires) N38/83 42°55'S 62°30'W
E5708	1Ed. 8/23/80 LAST NM 38/83 Change	Visibility (range) of light to 15M	(19/150/83 Buenos Aires) N5/84 41°09.5'S 63°42.8'W
E5708	1Ed. 8/23/80 LAST NM 5/84 Change	Visibility (range) of light to 11M	(8/57/86 Buenos Aires) N27/86 42°58.5'S 64°19.5'W
★E5709	1Ed. 8/30/80	NEW CHART	(DMAHTC) N47/80
E5709	1Ed. 8/30/80 LAST NM 47/80 Add	Foul ground symbol Wreck	(24/178, 179/82 Buenos Aires) N38/83 46°23.0'S 67°27.9'W 46°50.0'S 67°33.8'W
E5709	1Ed. 8/30/80 LAST NM 38/83 Add	Wreck	(4/27/83 Buenos Aires) N39/83 45°14'S 66°15'W



E5709	1Ed. 8/30/80 LAST NM 39/83		(24(179)82 Buenos Aires) N40/83
	Delete	Wreck (See N38/83-E5709)	46°50.0'S 67°33.8'W
	Add	Wreck	46°50.0'S 66°33.8'W
E5709	1Ed. 8/30/80 LAST NM 40/83		(13(110)83 Buenos Aires) N47/83
	Add	Wreck (PA)	45°24.7'S 66°54.0'W
E5709	1Ed. 8/30/80 LAST NM 47/83		(16(126)83 Buenos Aires) N53/83
	Change	Light to Gp Fl(2) 16M	47°55'S 65°43'W
E5709	1Ed. 8/30/80 LAST NM 53/83		(HNNM7687/86) N22/86
	Delete	Lights	45°06.0'S 66°00.0'W 45°12.0'S 66°24.5'W
	Change	Visibility range of lights to 14M 12M	45°06.2'S 65°24.0'W 47°54.5'S 65°43.0'W
		Light to Fl 11M	45°13.1'S 66°32.0'W
		Characteristic of light to Fl(5)	47°12.0'S 65°45.0'W
	Add	Danger circles "Foul" (PA)	47°46.1'S 65°50.0'W 45°44.0'S 67°19.0'W

★E5710	1Ed. 8/16/80	NEW CHART	(DMAHTC) N45/80
E5710	1Ed. 8/16/80 LAST NM 45/80		(7(478)83 Taunton) N14/83
	Add	Depth 52 fathoms "Rep (1982)"	50°42.5'S 61°40.6'W
E5710	1Ed. 8/16/80 LAST NM 14/83		(10(707)83 Taunton) N24/83
	Delete	Depths 7 fathoms 5 feet "Rep (1973)"	50°49.5'S 61°13.7'W
		26 fathoms "Rep (1969)"	50°52.6'S 61°29.7'W
	Add	Depths 5 fathoms 2 feet	50°47.9'S 61°20.1'W
		16 fathoms	50°53.9'S 61°30.8'W
E5710	1Ed. 8/16/80 LAST NM 24/83		(12(832)83 Taunton) N26/83
	Add	Depth 22 fathoms "Rep (1983)"	50°55.6'S 60°58.0'W
E5710	1Ed. 8/16/80 LAST NM 26/83		(6(94)83 Valparaiso) N41/83
	Delete	Depth 4 fathoms 3 feet	52°32'S 68°30'W
E5710	1Ed. 8/16/80 LAST NM 41/83		(37(2404)83 Taunton) N43/83
	Add	Depth 24 fathoms "Rep (1983)"	50°58.3'S 60°58.4'W
E5710	1Ed. 8/16/80 LAST NM 43/83		(41(2675)83 Taunton) N50/83
	Substitute	Depth 18 fathoms "Rep (1983)" (PA) for 22 fathoms "Rep (1983)" (PA) (Supersedes N26/83-E5710)	50°55.6'S 60°58.0'W
	Add	Depth 26 fathoms "Rep (1983)" (PA)	50°54.5'S 61°28.5'W
E5710	1Ed. 8/16/80 LAST NM 50/83		(Arg CH 203) N20/84
	Delete	Depth 4 fathoms 2 feet	52°31.7'S 68°00.0'W

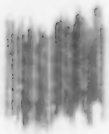
★E5711	1Ed. 6/26/80	NEW CHART	(DMAHTC) N42/80

★E5712	1Ed. 8/30/80	NEW CHART	(DMAHTC) N47/80

★E5803	1Ed. 11/22/80	NEW CHART	(DMAHTC) N8/81
E5803	1Ed. 11/22/80 LAST NM 8/81		(24(333)80 Valparaiso) N9/81
	Substitute	Depth 2107 fathoms for 21 fathoms and delete enclosing depth contour	10°22.0'S 79°24.5'W

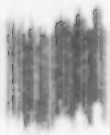
★E5804	1Ed. 12/6/80	NEW CHART	(DMAHTC) N7/81
E5804	1Ed. 12/6/80 LAST NM 7/81		(21(275)82 Valparaiso) N14/83
	Delete	R Bn (AERO)	20°14'S 70°09'W
	Add	R Bn (AERO)	20°34'S 70°10'W
E5804	1Ed. 12/6/80 LAST NM 14/83		(10(131)83 Valparaiso) N42/83
	Change	Light to Gp Fl Y 14M	18°28.8'S 70°20.5'W

E5804	1Ed. 12/6/80 LAST NM 42/83 Change	Light to Fl 11M	(8(90)86 Valparaiso) N31/86 22°06.0'S 70°14.9'W
★E5805	1Ed. 12/13/80	NEW CHART	(DMAHTC) N13/81
E5805	1Ed. 12/13/80 LAST NM 13/81 Relocate	Light close SSE to and chang to Alt Gp Fl WG (occas)	(14(187)83 Valparaiso; Chile LL) N46/83 23°27.0'S 70°27.2'W
E5805	1Ed. 12/13/80 LAST NM 46/83 Add	Wreck	(12(152)86 Valparaiso) N38/86 26°19'30"S 70°47'00"W
★E5806	1Ed. 2/28/81	NEW CHART	(DMAHTC) N18/81
E5806	1Ed. 2/28/81 LAST NM 18/81 Change	Visibility (range) of lights to 14M 7M	(20(240)83 Valparaiso) N52/83 30°14.6'S 71°38.1'W 31°54.3'S 71°32.1'W
E5806	1Ed. 2/28/81 LAST NM 52/83 Change	Visibility (range) of light to 16M	(BA LL) N38/86 33°34.5'S 71°38.0'W
E5806	1Ed. 2/28/81 LAST NM 38/86 Change	Visibility (range) of light to 10M	(Chile LL) N18/91 31°51'S 71°34'W
★E5807	1Ed. 2/28/81	NEW CHART	(DMAHTC) N18/81
E5807	1Ed. 2/28/81 LAST NM 18/81 Change	Visibility (range) of light to 24M	(14(180)86 Valparaiso) N39/86 36°36.4'S 73°03.0'W
★E5808	1Ed. 11/8/80	NEW CHART	(DMAHTC) N6/81
E5808	1Ed. 11/8/80 LAST NM 6/81 Add	Depth 179 fathoms (PA)	(HNNM7734/86) N15/86 43°15.6'S 75°14.5'W
E5808	1Ed. 11/8/80 LAST NM 15/86 Change	Light to Fl 18M Racon	(7(86)86 Valparaiso; Chile LL) N27/86 43°34.5'S 74°50.0'W
★E5809	1Ed. 2/21/81	NEW CHART	(DMAHTC) N17/81
★E5810	1Ed. 2/28/81	NEW CHART	(DMAHTC) N17/81
★E5811	1Ed. 8/9/80	NEW CHART	(DMAHTC) N44/80
E5811	1Ed. 8/9/80 LAST NM 44/80 Add	Depth 50 fathoms	(27(1775)84 Taunton) N36/84 53°11.0'S 75°13.0'W
E5811	1Ed. 8/9/80 LAST NM 36/84 Add	Depth 64 fathoms "Rep (1988)"	(MCNM8121/88) N32/88 55°34.5'S 70°44.0'W
★E5812	1Ed. 2/28/81	NEW CHART	(DMAHTC) N18/81
★E5902	1Ed. 2/21/81	NEW CHART	(DMAHTC) N17/81
E5902	1Ed. 2/21/81 LAST NM 17/81 Delete	Depths 23 fathoms "(ED)" 135 fathoms	(MCNM8141/88) N36/88 4°57.0'S 82°14.0'W 5°10.0'S 82°04.0'W
★E5903	1Ed. 11/15/80	NEW CHART	(DMAHTC) N9/81
★E5904	1Ed. 5/26/84	NEW CHART	(DMAHTC) N41/84
★E5905	1Ed. 5/12/84	NEW CHART	(DMAHTC) N41/84
★E5906	1Ed. 7/19/80	NEW CHART	(DMAHTC) N40/80



E5906	1Ed. 7/19/80 LAST NM 40/80			(4(39)81 Valparaiso) N18/81
	Substitute	Rock which does not cover (15) for dangerous rock		29°38'S 87°25'W
		Rock which does not cover (11) for dangerous rock		32°05'S 83°16'W
	Add	Elevation "(40)" to islet		32°15.0'S 89°08.5'W
★E5907	1Ed. 11/15/80		NEW CHART	(DMAHTC) N8/81
★E5908	1Ed. 11/29/80		NEW CHART	(DMAHTC) N9/81
★E5909	1Ed. 9/1/84		NEW CHART	(DMAHTC) N46/84
★E5910	1Ed. 6/2/84		NEW CHART	(DMAHTC) N37/84
★E5911	1Ed. 6/23/84		NEW CHART	(DMAHTC) N37/84
★E5912	1Ed. 8/10/85		NEW CHART	(DMAHTC) N47/85
★E6602	1Ed. 7/28/84		NEW CHART	(DMAHTC) N44/84
★E6603	1Ed. 8/10/85		NEW CHART	(DMAHTC) N48/85
E6603	1Ed. 8/10/85 LAST NM 48/85			
	Add	Depth 186 fathoms		(48(346)90 Taunton) N4/91 14°29.0'S 152°15.3'W
★E6702	1Ed. 9/29/84		NEW CHART	(DMAHTC) N9/85
★E6703	1Ed. 8/10/85		NEW CHART	(DMAHTC) N52/85
E6703	1Ed. 8/10/85 LAST NM 52/85			
	Add	Depth 265 fathoms		(31(228)86 Auckland) N38/86 10°00.7'S 161°05.2'W
E6703	1Ed. 8/10/85 LAST NM 38/86			
	Add	Danger circle "Breakers (rep 1986)" (PA)		(37(265)86 Auckland) N45/86 13°23'S 166°12'W
★E6704	1Ed. 9/29/84		NEW CHART	
	Substitute	Depth 5 fathoms for 1 fathom Note: Legend "ANTIOPE REEF" remains		(DMAHTC; 7(34)84 Brest) N48/84 18°15.0'S 168°24.0'W
E6704	1Ed. 9/29/84 LAST NM 48/84			
	Add	Legend "PA" to reef		(11(74)91 Auckland) N24/91 20°01'S 167°48'W
★E6802	1Ed. 1/28/84		NEW CHART	
	Delete	Omega note "All users...propagation paths." in lower right margin of chart		(DMAHTC) N15/84
★E6803	2Ed. 9/29/84		NEW EDITION	
	Delete	R Bn (AERO)		(DMAHTC) N48/84 13°49.5'S 172°01.1'W
E6803	2Ed. 9/29/84 LAST NM 48/84			
	Delete	Depths 23 fathoms		(HNNM7671/86) N6/86 13°44.0'S 171°35.5'W
		300 fathoms		11°57.0'S 173°05.5'W
		17 fathoms "Rep (1961)"		13°49.0'S 171°20.5'W
	Substitute	Depth 448 fathoms for 18 fathoms "Rep (1963)"		14°25.0'S 171°19.5'W
		172 fathoms for 390 fathoms		12°15.0'S 173°56.5'W
	Add	Depth 207 fathoms		13°15.0'S 173°07.2'W

E6803	2Ed. 9/29/84 LAST NM 6/86		(MCNM8064/88) N10/88
	Add	Depths 123 fathoms "Rep (1977)" (PA)	15°37.0'S 173°38.7'W
		99 fathoms "Rep (1977)" (PA)	16°16.6'S 173°50.5'W
E6803	2Ed. 9/29/84 LAST NM 10/88		(MCNM1115/89) N44/89
	Add	Depth 310 fathoms	12°19.0'S 173°54.0'W
E6803	2Ed. 9/29/84 LAST NM 44/89		(MCNM1105/91) N24/91
	Add	Depth 17 fathoms	11°41.4'S 178°21.0'W
★E6804	1Ed. 3/31/84	NEW CHART	(DMAHTC; US CH 83033, 83039; NVS6284/81, 7245/84) N23/84
	Substitute	Legend "372" for misprint	18°10.6'S 179°25.5'W
	Change	Legend "Rep (1981)" to "Rep (1974)"	19°44.4'S 178°18.5'W
	Add	Depths	
		31 fathoms	17°36.0'S 174°13.0'W
		9¾ fathoms	18°30.2'S 178°27.0'W
		87 fathoms "Rep (1977)" (PA)	19°36.0'S 175°00.0'W
		120 fathoms "Rep (1977)" (PA)	18°57.2'S 174°47.9'W
		Legends "Thakau Nawa Reef"	17°47.5'S 179°24.1'W
		"Shoal water (rep 1942)"	19°56.7'S 178°19.1'W
		Light Fl 21M	19°50.1'S 178°11.9'W
E6804	1Ed. 3/31/84 LAST NM 23/84		(MCNM7864/86) N1/87
	Delete	Dangerous submerged rock and legend "ALBERT MEYER REEF PD (1911)"	20°53'S 172°19'W
E6804	1Ed. 3/31/84 LAST NM 1/87		(MCNM7902/87) N10/87
	Add	Dangerous submerged rock and legend "Albert Meyer Reef Rep (1911)" (PD) (Supersedes 1/87-E6804)	20°52.9'S 172°18.7'W
E6804	1Ed. 3/31/84 LAST NM 10/87		(BA LL) N40/90
	Change	Light to Fl G 8M	21°00'S 175°13'W
E6804	1Ed. 3/31/84 LAST NM 40/90		(13(967)91 Taunton) N21/91
	Substitute	Depth 40 fathoms "Rep (1991)" for 92 fathoms	22°07'S 175°57'W
★E6805	1Ed. 7/27/85	NEW CHART	(DMAHTC) N47/85
E6805	1Ed. 7/27/85 LAST NM 47/85		(39(228)85 Auckland) N6/86
	Add	Depths 98 fathoms "Rep (1984)"	25°26'S 176°15'W
		35 fathoms "Rep (1984)"	25°31'S 176°24'W
		169 fathoms "Rep (1982)"	28°36'S 177°46'W
		23 fathoms "Rep (1983)"	28°38'S 177°56'W
E6805	1Ed. 7/27/85 LAST NM 6/86		(3(38)87 Auckland) N11/87
	Add	Dashed-line circle with blue tint and legend "Volcanic Activity Rep (1986)"	24°58'S 175°52'W
E6805	1Ed. 7/27/85 LAST NM 11/87		(11(88)88 Auckland) N24/88
	Delete	Dashed-line circle, blue tint and legend "Volcanic Activity Rep (1986)"	24°58'S 175°52'W
	Add	Dashed-line circle with blue tint and legend "Volcanic Activity Rep (1986)"	24°26'S 175°30'W
E6805	1Ed. 7/27/85 LAST NM 24/88		(47(285)88 Auckland) N18/91
	Delete	Depth 64 fathoms	25°54'S 177°10'W
	Add	Depth 38 fathoms	25°53.4'S 177°09.4'W
E6805	1Ed. 7/27/85 LAST NM 18/91		(14(92)91 Auckland) N28/91
	Add	Depth 48 fathoms	28°39'S 177°46'W
★E6902	1Ed. 9/17/83	NEW CHART	(DMAHTC; US RA) N47/83
	Delete	R Bns (AERO)	8°30'S 179°13'E
			5°40'S 176°08'E
★E6903	1Ed. 5/18/85	NEW CHART	(DMAHTC) N52/85



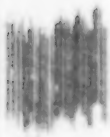
E6903	1Ed. 5/18/85 LAST NM 52/85		(37(2793)89 Taunton) N2/90
	Add	Depth $12\frac{3}{4}$ fathoms enclosed by danger circle	11°58.3'S 171°23.6'E
E6903	1Ed. 5/18/85 LAST NM 2/90		(30(165)90 Auckland) N39/90
	Substitute	Depth 13 fathoms for 16 fathoms	12°47.9'S 177°28.9'E
E6903	1Ed. 5/18/85 LAST NM 39/90		(15(1101)91 Taunton) N22/91
	Add	Depths 30 meters	12°05.9'S 171°50.0'E
		27 meters	12°11.3'S 171°54.2'E
		18 meters	12°40.0'S 172°14.6'E
		30 meters	12°29.1'S 172°47.5'E

★**E7002**	1Ed. 9/17/83	NEW CHART	(DMAHTC, 22/83 Honiara, Solm LL) N47/83
	Change	Lights to Fl 12M	9°12'S 160°22'E
		Fl(3) 8M	9°25'S 160°02'E
		Visibility (range) of light to 9M	9°19'S 160°20'E
E7002	1Ed. 9/17/83 LAST NM 47/83		(41(3115)87 Taunton) N50/87
	Add	Submerged rock	9°36.5'S 165°25.0'E
			9°36.5'S 165°29.5'E
		and enclose above rocks by dotted line (limiting danger line) with legend "Breaks (Rep 1987)"	
E7002	1Ed. 9/17/83 LAST NM 50/87		(12(970)88 Taunton) N25/88
	Add	Depths 6.3 fathoms	9°50.7'S 166°04.9'E
		9.5 fathoms	9°38.0'S 167°31.5'E
E7002	1Ed. 9/17/83 LAST NM 25/88		(37(2793)89 Taunton) N2/90
	Add	Depth $5\frac{3}{4}$ fathoms enclosed by danger circle	9°55.4'S 168°09.7'E

★**E7003**	1Ed. 2/4/84	NEW CHART	(DMAHTC, US RA) N13/84
	Delete	Omega note "All users...propagation paths." in lower right margin of chart	
		Position circle	10°49.0'S 165°48.1'E
		R Bn (AERO)	15°33.5'S 167°08.0'E
	Add	Radiobeacon symbol	10°46.2'S 165°47.8'E
E7003	1Ed. 2/4/84 LAST NM 13/84		(45(3304)86 Taunton) N4/87
	Add	Depth 11 fathoms	12°40.5'S 167°30.0'E
E7003	1Ed. 2/4/84 LAST NM 4/87		(43(3148), 50(3695)86 Taunton) N6/87
	Delete	Depth 20 fathoms (PA)	14°59'S 167°13'E
	Add	Depths 12 fathoms	15°03'S 167°11'E
		22 fathoms	15°04'S 167°14'E
		128 fathoms	15°30'S 167°21'E
		140 fathoms	15°32'S 167°19'E
		124 fathoms	16°13'S 167°45'E
E7003	1Ed. 2/4/84 LAST NM 6/87		(41(3115)87 Taunton) N50/87
	Add	Depths 10 fathoms	10°17.0'S 167°31.4'E
		8 fathoms	10°23.0'S 167°39.9'E
		6 fathoms "Rep (1987)"	10°20.3'S 166°53.1'E
		Legend "Shoaler depths may exist" between	10°10.5'S 167°19.0'E
			10°31.3'S 167°40.5'E
E7003	1Ed. 2/4/84 LAST NM 50/87		(12(970)88 Taunton) N25/88
	Add	Depths 18 fathoms	10°37.5'S 166°13.1'E
		25 fathoms	10°42.8'S 166°18.4'E
		7 fathoms	10°43.6'S 166°14.0'E
		24 fathoms	10°47.1'S 166°19.5'E
		23 fathoms	11°05.0'S 166°34.0'E
		40 fathoms	10°40.5'S 167°46.5'E
		142 fathoms	10°40.0'S 165°28.5'E
E7003	1Ed. 2/4/84 LAST NM 25/88		(26(1967)89 Taunton) N39/89
	Add	Depth 141 fathoms	15°49.0'S 166°48.9'E

(continued on next page)

E7003	(Continued)		N39/89
	Add	Depths, each enclosed by danger circle	
		1 fathom	15°56.9'S 166°02.7'E
		3 fathoms	15°57.7'S 166°07.1'E
E7003	1Ed. 2/4/84 LAST NM 39/89		
	Add	Depth 7½ fathoms enclosed by danger circle	(37(2793)89 Taunton) N2/90
			11°02.8'S 169°55.3'E
E7003	1Ed. 2/4/84 LAST NM 2/90		
	Add	Depth 8 fathoms "Rep (1991)"	(14(1033)91 Taunton) N21/91
			10°06.3'S 161°57.7'E
E7003	1Ed. 2/4/84 LAST NM 21/91		
	Add	Depth 48 meters	(15(1101)91 Taunton) N22/91
			12°33.7'S 168°11.3'E
★E7102	1Ed. 8/26/78	NEW CHART	(DMAHTC) N45/78
E7102	1Ed. 8/26/78 LAST NM 45/78		
	Add	Depths 267 fathoms "Rep (1979)"	(NVS7245/84) N19/84
		206 fathoms "Rep (1979)"	5°27'30"S 153°52'30"E
		184 fathoms "Rep (1979)"	5°38'54"S 154°01'45"E
			5°37'58"S 154°06'12"E
E7102	1Ed. 8/26/78 LAST NM 19/84		(19(636)84 Tokyo) N28/84
	Delete	Danger circle "Shoal (rep 1945)" (PA)	7°33'S 154°41'E
E7102	1Ed. 8/26/78 LAST NM 28/84		(7(111)85 Sydney) N17/85
	Add	Depth 97 fathoms "Rep (184)"	4°08.3'S 152°16.5'E
E7102	1Ed. 8/26/78 LAST NM 17/85		(7(111)85 Sydney) N20/85
	Add	Depth 97 fathoms "Rep (1984)" (Cancels N17/85-E7102)	4°08.3'S 152°16.5'E
E7102	1Ed. 8/26/78 LAST NM 20/85		(30(454)85 Sydney) N39/85
	Delete	Stranded wreck	6°25.5'S 155°58.2'E
E7102	1Ed. 8/26/78 LAST NM 39/85		(32(2333)86 Taunton) N38/86
	Delete	Danger circle "Submerged Volcano (rep 1563)"	8°25.1'S 157°05.5'E
★E7103	1Ed. 8/5/78	NEW CHART	(DMAHTC) N39/78
E7103	1Ed. 8/5/78 LAST NM 39/78		
	Delete	Stranded wreck	(20(242)79 Sydney) N51/79
			11°28.6'S 154°21.2'E
	Substitute	Stranded wreck for rock	11°28.0'S 154°22.0'E
E7103	1Ed. 8/5/78 LAST NM 51/79		(49(818)83 Sydney) N4/84
	Substitute	Depth 773 fathoms for 173 fathoms	10°15.5'S 152°04.0'E
E7103	1Ed. 8/5/78 LAST NM 4/84		(9(128)85 Sydney) N19/85
	Add	Light Q 7M with legend "R MAST (108ft)"	16°17.5'S 150°00.0'E
★E7202	1Ed. 1/20/79	NEW CHART	(DMAHTC) N13/79
	Add	Light position symbol (dot)	3°22.5'S 143°25.0'E
E7202	1Ed. 1/20/79 LAST NM 13/79		(Aus CH 676) N40/80
	Add	Dangerous submerged rock	6°01.1'S 148°08.7'E
E7202	1Ed. 1/20/79 LAST NM 40/80		(51(717)80 Sydney) N17/81
	Delete	Stranded wreck	5°13'S 146°59'E
E7202	1Ed. 1/20/79 LAST NM 17/81		(36(607)83 Sydney) N45/83
	Add	Depths 107 fathoms "Rep (1983)"	3°37.4'S 144°09.0'E
		105 fathoms "Rep (1983)"	3°39.5'S 144°16.5'E
		74 fathoms "Rep (1983)"	3°40.6'S 144°19.9'E
		11 fathoms "Rep (1983)"	3°42.4'S 144°27.3'E
E7202	1Ed. 1/20/79 LAST NM 45/83		(40(716)84 Sydney) N51/84
	Add	Depths 274 fathoms "Rep (1984)"	5°56.1'S 147°32.2'E
		300 fathoms "Rep (1984)"	5°40.9'S 147°38.9'E
E7202	1Ed. 1/20/79 LAST NM 51/84		(21(361)84 Sydney) N5/85
	Add	Depths 332 fathoms "Rep (1984)"	3°03.7'S 148°03.8'E
		291 fathoms "Rep (1984)"	3°02.9'S 148°00.8'E
		312 fathoms "Rep (1984)"	3°00.0'S 147°48.0'E



★E7202	1Ed. 1/20/79 LAST NM 5/85		(HNNM7682/86) N7/86
	Add	Depths 154 fathoms (PA)	6°47.0'S 148°00.3'E
		244 fathoms (PA)	6°49.5'S 147°25.0'E
		359 fathoms (PA)	6°48.7'S 147°18.5'E
		343 fathoms (PA)	6°48.4'S 147°15.6'E
E7202	1Ed. 1/20/79 LAST NM 7/86		(38(558)86 Sydney) N47/86
	Delete	Depth 4 fathoms "Rep (1962)"	9°01'S 145°09'E
E7202	1Ed. 1/20/79 LAST NM 47/86		(23(194)89 Jakarta) N33/89
	Add	R Bn at light	8°29.5'S 140°22.2'E
★E7203	1Ed. 8/26/78	NEW CHART	(DMAHTC) N42/78
E7203	1Ed. 8/26/78 LAST NM 42/78		(BA LL) N47/81
	Add	Light Fl 26M	10°36.3'S 141°54.6'E
E7203	1Ed. 8/26/78 LAST NM 47/81		(9(128)85 Sydney) N19/85
	Add	Light Q 7M with legend "R MAST (108ft)"	16°17.5'S 150°38.0'E
E7203	1Ed. 8/26/78 LAST NM 19/85		(45(640)86 Sydney) N1/87
	Change	Light to Q(2) 8M	10°05.3'S 147°43.5'E
★E7302	1Ed. 8/26/78	NEW CHART	(DMAHTC) N42/78
E7302	1Ed. 8/26/78 LAST NM 42/78		(37(289)82 Jakarta) N52/82
	Add	Wreck	4°29.2'S 132°39.9'E
E7302	1Ed. 8/26/78 LAST NM 52/82		(26(169)83 Taunton) N35/83
	Add	Fl(3) 16M	4°18.6'S 133°37.1'E
E7302	1Ed. 8/26/78 LAST NM 35/83		(51(460)84 Jakarta) N10/85
	Add	Light Fl 12M	8°03.4'S 131°16.3'E
E7302	1Ed. 8/26/78 LAST NM 10/85		(1(8)90 Jakarta) N18/90
	Change	Light to Fl(3) 40M	5°18.0'S 132°01.0'E
E7302	1Ed. 8/26/78 LAST NM 18/90		(30(420)90 Sydney) N45/90
	Add	Dotted-line circle, radius 8 miles, with legend "Reef Rep (1990)" centered	8°33.0'S 133°45.0'E
E7302	1Ed. 8/26/78 LAST NM 45/90		(43(309)90 Taunton) N6/91
	Add	Dangerous wreck	5°18.1'S 136°36.5'E
★E7303	1Ed. 8/26/78	NEW CHART	(DMAHTC) N46/78
E7303	1Ed. 8/26/78 LAST NM 46/78		(8(115)80 Sydney) N35/80
	Add	Depths 2 fathoms 2 feet "Rep(1980)"	11°28.6'S 133°31.3'E
		5 fathoms 5 feet "Rep(1980)"	11°05.7'S 132°50.5'E
E7303	1Ed. 8/26/78 LAST NM 35/80		(21(295)81 Sydney) N47/81
	Add	Dangerous wreck (PA)	11°39.5'S 134°24.0'E
E7303	1Ed. 8/26/78 LAST NM 47/81		(26(432), 28(464)83 Sydney) N39/83
	Change	Visibility (range) of light to 22M	11°18.5'S 131°46.0'E
	Add	Racon at light	11°00.2'S 136°45.2'E
E7303	1Ed. 8/26/78 LAST NM 39/83		(26(391)85 Sydney) N32/85
	Add	Depth 1 fathom 4 feet "Rep (1985)"	11°49.5'S 136°26.5'E
★E7402	1Ed. 1/13/79	NEW CHART	(DMAHTC) N13/79
E7402	1Ed. 1/13/79 LAST NM 13/79		(34(401)79 Jakarta) N75/80
	Add	Depth 164 fathoms	6°03'S 125°04'E
E7402	1Ed. 1/13/79 LAST NM 25/80		(30(441)80 Sydney) N39/80
	Delete	Depth 20 fathoms	9°49.0'S 127°54.0'E
	Add	Depths 18 fathoms "Rep (1980)"	9°49.5'S 127°51.9'E
		27 fathoms "Rep (1980)"	9°37.1'S 128°47.0'E
		21 fathoms "Rep (1980)"	9°39.5'S 128°34.0'E
		15 fathoms "Rep (1980)"	9°32.5'S 128°37.8'E
		24 fathoms "Rep (1980)"	9°48.0'S 128°34.4'E
		24 fathoms "Rep (1980)"	9°47.0'S 127°57.0'E

E7402	1Ed. 1/13/79 LAST	NM 39/80	(39(423), 40(432)80 Jakarta) N52/80
	Add	"Explosives Dumping Area" bound by purple dashed line joining	4°12'S 128°02'E 4°12'S 128°08'E 4°15'S 128°08'E 4°15'S 128°02'E
		joining	9°50'S 123°15'E 9°50'S 123°20'E 9°53'S 123°20'E 9°53'S 123°15'E
E7402	1Ed. 1/13/79 LAST	NM 52/80	(43(467)80 Jakarta) N5/81
	Add	Purple legend "Explosives Dumping Area"	5°49'S 122°30'E
E7402	1Ed. 1/13/79 LAST	NM 5/81	(41(2647)83 Taunton) N50/83
	Add	Depth 82 fathoms	8°23.1'S 123°45.5'E
E7402	1Ed. 1/13/79 LAST	NM 50/83	(48(3211)85 Taunton, 49(718)85 Sydney) N11/86
	Add	Depth 10 fathoms "Rep (1985)"	9°52.0'S 129°06.5'E
		Light Fl(3) 25M	4°19.0'S 129°42.5'E
E7402	1Ed. 1/13/79 LAST	NM 11/86	(25(313)86 Jakarta) N36/86
	Change	Light to Fl(3) 27M	8°20.3'S 128°30.0'E
E7402	1Ed. 1/13/79 LAST	NM 36/86	(5(46)89 Jakarta) N14/89
	Delete	Depth 63 fathoms "Rep (1976)"	7°57.5'S 123°39.1'E
	Add	Depth 64 fathoms	7°58.2'S 123°47.1'E
E7402	1Ed. 1/13/79 LAST	NM 14/89	(MCNM7551/89) N52/89
	Add	Depth 200 fathoms	8°30.5'S 127°26.8'E
E7402	1Ed. 1/13/79 LAST	NM 52/89	(3(22, 23)90 Jakarta) N22/90
	Change	Light to Fl(4) 23M	8°02.6'S 125°43.8'E
	Add	Light Fl(2) 20M	8°19.3'S 125°08.0'E
E7402	1Ed. 1/13/79 LAST	NM 22/90	(MCNM1022/90; 32(211)90 Jakarta) N6/91
	Change	Light to Fl 17M and delete radiobeacon (AEPO)	8°34.0'S 125°34.0'E
E7402	1Ed. 1/13/79 LAST	NM 6/91	(MCNM1079/91) N13/91
	Add	Depth 141 fathoms "Rep (1990)"	6°00.0'S 125°03.8'E
★E7403	1Ed. 8/26/78	NEW CHART	(DMAHTC) N42/78
E7403	1Ed. 8/26/78 LAST	NM 42/78	(44(539)79 Sydney) N16/80
	Add	Depth 7 fathoms (unexamined)	11°49'S 124°50'E
E7403	1Ed. 8/26/78 LAST	NM 16/80	(34(455, 456)82 Sydney) N19/83
	Substitute	Depth 5 fathoms 4 feet (unexamined) for 6 fathoms 4 feet	12°33.2'S 124°02.1'E
	Add	Depths 32 fathoms (unexamined)	12°21.4'S 124°13.3'E
		28 fathoms (unexamined)	12°23.4'S 124°02.2'E
		15 fathoms (unexamined)	12°24.5'S 123°55.7'E
		16 fathoms (unexamined)	12°26.0'S 123°42.1'E
		8 fathoms 3 feet (unexamined)	12°24.1'S 123°32.5'E
		6 fathoms 2 feet (unexamined)	12°23.2'S 123°28.1'E
		9 fathoms (unexamined)	12°23.0'S 123°25.3'E
		6 fathoms 5 feet (unexamined)	12°21.9'S 123°22.1'E
		8 fathoms 3 feet (unexamined)	12°22.6'S 123°19.9'E
		14 fathoms (unexamined)	12°20.4'S 123°29.5'E
		38 fathoms (unexamined)	13°43.0'S 124°29.7'E
		50 fathoms (unexamined)	13°24.4'S 124°22.8'E
		9 fathoms 4 feet (unexamined)	13°26.0'S 124°00.9'E
		41 fathoms (unexamined)	13°23.6'S 123°59.3'E
		42 fathoms (unexamined)	13°24.4'S 124°10.1'E
		48 fathoms (unexamined)	13°45.8'S 123°54.8'E
		48 fathoms (unexamined)	13°57.6'S 124°12.7'E
E7403	1Ed. 8/26/78 LAST	NM 19/83	(34(457)82 Sydney) N23/83
	Delete	Depth 16 fathoms	15°26.70'S 122°01.80'E

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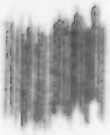

E7403 (Continued)

Add

Depths 36 fathoms (unexamined)		N23/83
33 fathoms (unexamined)		15°13.00'S 122°36.50'E
30 fathoms (unexamined)		15°08.40'S 121°58.10'E
28 fathoms (unexamined)		15°09.90'S 121°46.00'E
31 fathoms (unexamined)		15°14.50'S 121°54.00'E
26 fathoms (unexamined)		15°20.00'S 122°12.10'E
31 fathoms (unexamined)		15°18.90'S 122°18.00'E
28 fathoms (unexamined)		15°20.10'S 122°26.40'E
28 fathoms (unexamined)		15°26.30'S 122°55.60'E
28 fathoms (unexamined)		15°29.80'S 122°25.45'E
21 fathoms (unexamined)		15°25.00'S 122°19.20'E
15 fathoms (unexamined)		15°29.90'S 122°15.20'E
17 fathoms (unexamined)		15°27.60'S 122°01.60'E
22 fathoms (unexamined)		15°29.80'S 121°53.40'E
17 fathoms (unexamined)		15°23.60'S 121°47.20'E
18 fathoms (unexamined)		15°34.70'S 122°08.20'E
17 fathoms (unexamined)		15°37.70'S 122°11.80'E
18 fathoms (unexamined)		15°34.30'S 122°08.20'E
18 fathoms (unexamined)		15°37.70'S 122°11.80'E
26 fathoms (unexamined)		15°39.20'S 122°06.50'E
31 fathoms (unexamined)		15°42.40'S 121°52.80'E
23 fathoms (unexamined)		15°39.20'S 121°38.40'E
21 fathoms (unexamined)		15°45.80'S 121°44.00'E
13 fathoms (unexamined)		15°52.10'S 121°52.60'E
35 fathoms (unexamined)		15°53.75'S 122°00.60'E
40 fathoms (unexamined)		15°58.50'S 121°36.50'E
31 fathoms (unexamined)		15°58.70'S 121°28.10'E
28 fathoms (unexamined)		15°57.40'S 121°02.30'E
		15°49.10'S 121°05.10'E

E7403 1Ed. 8/26/78 LAST NM 23/83

Add

Depths 7 fathoms "Rep (1983)"	(25(417)83 Sydney) N38/83
22 fathoms "Rep (1983)"	10°08.5'S 129°32.5'E
	10°07.8'S 129°48.2'E

E7403 1Ed. 8/26/78 LAST NM 38/83

Add

Depths 14 fathoms "Rep (1982)"	(26(433)83 Sydney) N39/83
14 fathoms "Rep (1982)"	10°01.20'S 127°33.95'E
15 fathoms "Rep (1982)"	10°37.15'S 128°13.45'E
	10°39.90'S 128°30.10'E

E7403 1Ed. 8/26/78 LAST NM 39/83

Delete

Depths 17 fathoms	(30(503-505), 32(527)83 Sydney) N49/83
15 fathoms "Rep (1945)"	11°48.5'S 123°17.0'E
13 fathoms "Rep (1965)"	11°44.0'S 124°23.5'E
13 fathoms "Rep (1965)"	11°43.5'S 124°28.0'E
5 fathoms 3 feet "Rep (1976)"	11°38.9'S 124°20.0'E
4 fathoms and legend	11°43.9'S 123°59.5'E
"Fantome Bank reported to	
lie 1.6 miles westward (1976)"	11°38.5'S 123°56.9'E

Add

Depths 10 fathoms 4 feet "Rep (1983)"	10°45.2'S 129°16.3'E
9 fathoms 1 foot "Rep (1983)"	10°49.9'S 129°09.5'E
14 fathoms "Rep (1983)"	10°56.4'S 129°20.1'E
12 fathoms "Rep (1983)"	10°50.1'S 129°34.5'E
13 fathoms "Rep (1983)"	10°51.6'S 129°43.2'E
14 fathoms "Rep (1983)"	10°47.5'S 129°38.7'E
14 fathoms "Rep (1983)"	10°37.9'S 129°28.1'E
9 fathoms 4 feet "Rep (1983)"	10°43.4'S 129°53.0'E
27 fathoms "Rep (1983)"	10°28.8'S 129°31.7'E
30 fathoms "Rep (1983)"	10°29.8'S 129°47.3'E
33 fathoms "Rep (1983)"	10°25.6'S 129°48.0'E
12 fathoms (unexamined)	11°47.5'S 123°17.6'E
8 fathoms (unexamined)	11°34.5'S 123°34.4'E
11 fathoms (unexamined)	11°34.3'S 123°41.2'E
4 fathoms 1 foot (unexamined)	11°44.3'S 123°59.0'E
11 fathoms (unexamined)	11°52.6'S 124°23.1'E
9 fathoms 4 feet (unexamined)	11°44.2'S 124°24.6'E
12 fathoms (unexamined)	11°44.8'S 124°29.2'E
9 fathoms (unexamined)	11°41.7'S 124°19.0'E
11 fathoms (unexamined)	11°38.1'S 124°21.8'E
11 fathoms (unexamined)	11°36.3'S 124°18.4'E
11 fathoms (unexamined)	11°35.7'S 124°15.1'E
11 fathoms (unexamined)	11°34.2'S 124°12.4'E
11 fathoms (unexamined)	11°31.5'S 124°14.5'E
11 fathoms (unexamined)	11°31.3'S 124°18.6'E
11 fathoms (unexamined)	11°32.6'S 124°19.8'E
12 fathoms (unexamined)	11°25.5'S 124°19.3'E
12 fathoms (unexamined)	11°15.9'S 124°24.5'E
9 fathoms 4 feet (unexamined)	11°13.6'S 124°25.1'E

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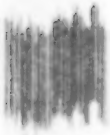
E7403	(Continued)		N49/83
	Add	4 fathoms (unexamined) with legend "Fantome Bank"	11°38.5'S 123°55.5'E
		9 fathoms "Rep (1982)"	13°25.4'S 125°50.6'E
		13 fathoms "Rep (1982)"	13°57.8'S 125°51.7'E
		17 fathoms "Rep (1982)"	13°16.4'S 125°47.7'E
		19 fathoms "Rep (1982)"	13°20.6'S 125°43.2'E
		21 fathoms "Rep (1982)"	13°16.4'S 125°29.4'E
		21 fathoms "Rep (1982)"	13°16.3'S 125°38.5'E
		21 fathoms "Rep (1982)"	13°26.2'S 125°46.0'E
		42 fathoms "Rep (1982)"	14°41.3'S 122°56.9'E
E7403	1Ed. 8/26/78 LAST NM 49/83		(41(678)83 Sydney) N51/83
	Add	Depth 169 fathoms "Rep (1983)"	13°33.5'S 123°08.7'E
E7403	1Ed. 8/26/78 LAST NM 51/83		(30(449)85 Sydney) N39/85
	Add	Depth 12 fathoms "Rep (1985)"	11°44.6'S 124°58.2'E
E7403	1Ed. 8/26/78 LAST NM 39/85		(25(308-310, 312)86 Jakarta) N36/86
	Change	Lights to Fl 25M	10°29.1'S 121°50.1'E
		Fl(3) 20M	10°26.7'S 121°52.4'E
		Fl(2) 21M	10°44.0'S 123°03.0'E
		Fl 29M	10°10.0'S 123°35.2'E
E7403	1Ed. 8/26/78 LAST NM 36/86		(45(635)86 Sydney) N1/87
	Add	Depth 13 fathoms "Rep (1986)"	10°28.0'S 128°42.2'E
E7403	1Ed. 8/26/78 LAST NM 1/87		(7(49)91 Jakarta) N20/91
	Change	Light to Fl 13M	10°10.0'S 123°35.2'E
E7403	1Ed. 8/26/78 LAST NM 20/91		(23(286)91 Sydney) N33/91
	Add	Depth 10 fathoms 1 foot "Rep (1991)"	10°43.1'S 125°56.0'E
★E7502	1Ed. 8/26/78	NEW CHART	(DMAHTC) N47/78
E7502	1Ed. 8/26/78 LAST NM 47/78		(20(1235)79 Taunton) N6/80
	Add	Depth 12 fathoms "Rep (1979)"	6°20'S 111°10'E
E7502	1Ed. 8/26/78 LAST NM 6/80		(27(292)80 Jakarta) N46/80
	Add	Dangerous wreck (PA)	3°51'S 112°36'E
E7502	1Ed. 8/26/78 LAST NM 46/80		(30(326)80 Jakarta) N48/80
	Add	Wreck (PA)	6°19.1'S 115°08.0'E
E7502	1Ed. 8/26/78 LAST NM 48/80		(6(327)81 Taunton) N12/81
	Add	Depths 42 fathoms	5°43.2'S 116°33.3'E
		27 fathoms	5°41.7'S 116°27.5'E
		29 fathoms	5°34.7'S 116°01.8'E
		15 fathoms	5°17.0'S 114°51.3'E
		17 fathoms	5°40.4'S 116°22.4'E
E7502	1Ed. 8/26/78 LAST NM 12/81		(12(747)82 Taunton) N36/82
	Add	Depth 6 fathoms "Rep (1982)" (PA)	3°44.0'S 117°06.0'E
E7502	1Ed. 8/26/78 LAST NM 36/82		(NVS6967/83) N36/83
	Add	Depths 7 fathoms "Rep (1983)"	3°17.1'S 117°41.2'E
		6 fathoms "Rep (1983)"	4°46.8'S 116°38.8'E
		10 fathoms "Rep (1983)"	5°11.0'S 116°48.6'E
E7502	1Ed. 8/26/78 LAST NM 36/83		(NVS6546/81) N49/83
	Add	Depth 7 fathoms	4°35.2'S 116°58.3'E
E7502	1Ed. 8/26/78 LAST NM 49/83		(NVS7123/83) N51/83
	Substitute	Depth 1 fathom 3 feet for 3 fathoms 3 feet	3°04.5'S 117°42.6'E
	Add	Depths 15 fathoms	3°06.9'S 118°23.4'E
		3 fathoms 4 feet	3°37.0'S 117°24.9'E
		11 fathoms	3°25.3'S 118°01.8'E
		15 fathoms	3°26.9'S 117°53.5'E
		13 fathoms	3°28.4'S 117°52.9'E
		12 fathoms	3°26.3'S 118°04.7'E
		14 fathoms	3°25.4'S 118°06.5'E
		16 fathoms	3°26.3'S 117°57.2'E
E7502	1Ed. 8/26/78 LAST NM 51/83		(47(3068)83 Taunton) N2/84
	Add	Light Fl(3) 25M (PA)	8°48.5'S 115°35.6'E



E7502	1Ed. 8/26/78 LAST NM 2/84		(NVS7168/84) N5/84
	Add	Depths 14 fathoms	3°33.4'S 117°47.2'E
		12 fathoms	3°34.6'S 117°41.7'E
		13 fathoms	3°37.9'S 117°39.6'E
		11 fathoms	3°42.4'S 117°37.0'E
E7502	1Ed. 8/26/78 LAST NM 5/84		(2(111)84 Taunton) N9/84
	Add	Light Gp Fl 19M	8°24'S 115°43'E
E7502	1Ed. 8/26/78 LAST NM 9/84		(6(364)84 Taunton) N14/84
	Add	Light Fl 16M	5°06.0'S 117°03.8'E
E7502	1Ed. 8/26/78 LAST NM 14/84		(28(1833)84 Taunton; BA LL) N36/84
	Delete	Random legend "Fl"	5°30.5'S 114°27.6'E
	Change	Light to Fl(3) 35M	5°33.0'S 114°26.0'E
E7502	1Ed. 8/26/78 LAST NM 36/84		(23(201)84 Jakarta) N39/84
	Add	Depths 13 fathoms	5°32.4'S 116°09.5'E
		16 fathoms	5°32.4'S 116°13.8'E
E7502	1Ed. 8/26/78 LAST NM 37/84		(14(132)82 Jakarta) N43/84
	Add	Depth 7 fathoms 4 feet "Rep (1982)"	3°57.1'S 117°09.8'E
E7502	1Ed. 8/26/78 LAST NM 43/84		(38(324), 41(358)84 Jakarta) N2/85
	Add	Danger circles "Unexploded ordnance Rep (1984)"	5°54.5'S 112°18.5'E
			3°42.0'S 111°02.0'E
E7502	1Ed. 8/26/78 LAST NM 2/85		(24(213), 25(219)84 Jakarta) N5/85
	Change	Light to Fl R 11M	7°43.0'S 113°13.0'E
	Add	Racon to light	6°56.1'S 112°43.1'E
E7502	1Ed. 8/26/78 LAST NM 5/85		(25(219), 40(348)84 Jakarta) N6/85
	Change	Light to Fl G 11M, Fl R 4M (See N5/85-E7502)	7°43.0'S 113°13.0'E
E7502	1Ed. 8/26/78 LAST NM 6/85		(50(447)84 Jakarta) N8/85
	Add	Wreck marked by buoy	6°43.8'S 114°16.6'E
E7502	1Ed. 8/26/78 LAST NM 8/85		(HNNM7490/85) N28/85
	Add	Depth 6 fathoms 5 feet	5°22.3'S 117°40.8'E
E7502	1Ed. 8/26/78 LAST NM 28/85		(HNNM7513/85) N32/85
	Add	Depth 5 fathoms 1 foot	5°49.3'S 118°29.2'E
E7502	1Ed. 8/26/78 LAST NM 32/85		(HNNM7559/85) N38/85
	Add	Depths 278 fathoms	4°50.7'S 118°25.2'E
		226 fathoms	4°16.2'S 117°22.5'E
		143 fathoms	5°03.8'S 118°07.5'E
		119 fathoms "Rep (1984)" (PA)	8°55.0'S 115°40.0'E
		310 fathoms "Rep (1984)" (PA)	9°02.0'S 115°52.0'E
E7502	1Ed. 8/26/78 LAST NM 38/85		(HNNM7581/85) N41/85
	Add	Depth 330 fathoms "Rep (1964)"	4°50'S 118°23'E
E7502	1Ed. 8/26/78 LAST NM 41/85		(35(2338)85 Taunton) N43/85
	Add	Light Fl 17M	3°30.6'S 111°46.4'E
E7502	1Ed. 8/26/78 LAST NM 43/85		(HNNM 7690/86) N9/86
	Add	Depth 15 fathoms "Rep (1983)" (PA)	5°10'S 116°39'E
E7502	1Ed. 8/26/78 LAST NM 9/86		(4(92)86 Sydney) N15/86
	Add	Depths 13 fathoms	5°30'S 116°30'E
		13 fathoms	5°35'S 116°24'E
E7502	1Ed. 8/26/78 LAST NM 15/86		(15(195)86 Jakarta) N30/86
	Substitute	Depth 5 fathoms for 6 fathoms	8°33.6'S 114°38.8'E
E7502	1Ed. 8/26/78 LAST NM 30/86		(MCNM7808/86) N40/86
	Add	Depth 373 fathoms "Rep (1983)"	9°29.0'S 110°33.4'E
E7502	1Ed. 8/26/78 LAST NM 40/86		(45(3303)86 Taunton) N4/87
	Add	Depth 19 fathoms "Rep (1986)"	5°44.0'S 116°24.1'E

E7502	1Ed. 8/26/78 LAST NM 4/87		(MCNM7897/87) N9/87
	Add	Depths 8 fathoms 1 foot	6°08.0'S 118°16.4'E
		7 fathoms 2 feet	6°07.2'S 118°19.2'E
		10 fathoms	6°04.3'S 118°17.8'E
		5 fathoms 3 feet	5°53.0'S 118°32.3'E
		6 fathoms 4 feet	5°43.6'S 118°12.0'E
		4 fathoms 1 foot	5°38.3'S 118°18.3'E
		5 fathoms 1 foot	5°37.0'S 118°20.9'E
		9 fathoms 2 feet	5°16.5'S 117°32.8'E
		9 fathoms 4 feet	5°19.3'S 117°30.0'E
		13 fathoms	5°20.7'S 117°32.5'E
		9 fathoms 5 feet	5°23.3'S 117°35.4'E
		8 fathoms 2 feet	5°25.6'S 117°38.8'E
		7 fathoms 2 feet	5°23.9'S 117°44.7'E
		5 fathoms 4 feet	5°29.0'S 117°49.0'E
		5 fathoms 5 feet	5°27.5'S 117°53.2'E
		19 fathoms	5°44.1'S 117°47.8'E
		8 fathoms 3 feet	5°32.3'S 117°38.8'E
		7 fathoms 2 feet	5°33.4'S 117°44.5'E
		11 fathoms	5°50.2'S 117°03.7'E
		5 fathoms	5°47.9'S 117°06.8'E
		13 fathoms	5°43.3'S 117°28.1'E
		15 fathoms	5°31.7'S 117°32.7'E
		18 fathoms	5°42.1'S 117°32.1'E
		18 fathoms	5°41.6'S 117°35.8'E
		11 fathoms	5°35.1'S 117°31.3'E
		17 fathoms	5°33.2'S 117°34.1'E
		5 fathoms	5°53.9'S 117°18.7'E
E7502	1Ed. 8/26/78 LAST NM 9/87		(23(191, 192(89 Jakarta) N33/89
	Add	R Bn at lights	3°34.1' 118°56.0'E
			5°24.2'S 118°26.1'E
E7502	1Ed. 8/26/78 LAST NM 33/89		(36(236, 237(90 Jakarta) N4/91
	Add	Light symbols	5°42.3'S 119°46.5'E
			5°24.8'S 117°56.8'E
E7502	1Ed. 8/26/78 LAST NM 4/91		(52(454(90 Jakarta) N15/91
	Change	Visibility (range) of light to 20M	5°33.0'S 114°26.0'E
★E7503	1Ed. 7/29/78	NEW CHART	(DMAHTC) N38/78
E7503	1Ed. 7/29/78 LAST NM 38/78		(7(113(91 Sydney) N21/91
	Delete	Danger circle "Obstr (rep 1978)"	15°29'S 115°46'E
★E7504	1Ed. 8/10/85	NEW CHART	(DMAHTC) N46/85
★E7505	1Ed. 7/30/88	NEW CHART	(DMAHTC) N44/88
★E7602	1Ed. 9/23/78	NEW CHART	(DMAHTC) N1/79
E7602	1Ed. 9/23/78 LAST NM 1/79		(43(464(80 Jakarta) N5/81
	Add	"Explosives Dumping Area" bound by purple dashed line joining	8°07'S 109°00'E
			8°07'S 109°05'E
			8°10'S 109°05'E
			8°10'S 109°00'E
E7602	1Ed. 9/23/78 LAST NM 5/81		(63(367(84 Taunton) N14/84
	Add	Depth 232 fathoms	8°23.5'S 109°42.2'E
E7602	1Ed. 9/23/78 LAST NM 14/84		(18(159(84 Jakarta, 37(239(83 Taunton) N35/84
	Add	Light Fl(3) 15M	5°55.8'S 104°43.0'E
E7602	1Ed. 9/23/78 LAST NM 35/84		(46(38(89 Jakarta) N14/89
	Add	Light Fl(4) 20M	5°21.0'S 102°17.4'E
★E7603	1Ed. 8/5/78	NEW CHART	(DMAHTC) N39/78
E7603	1Ed. 8/5/78 LAST NM 39/78		(FLIP) N17/85
	Add	R Bn (AERO) (PA)	10°25.9'S 105°44.1'E
E7603	1Ed. 8/5/78 LAST NM 17/85		(2(38(87 Sydney) N11/87
	Delete	Light	10°33'S 105°41'E

E7603	1Ed. 8/5/78 LAST NM 11/87		(DMAHTC) N27/89
	Delete	Latitude designation "30"'	16°25'S 107°04'E
	Add	Latitude designation "30"'	16°30'S 107°04'E
★E7702	1Ed. 8/26/78	NEW CHART	(DMAHTC) N42/78
★E7703	1Ed. 8/5/78	NEW CHART	(DMAHTC) N38/78
E7703	1Ed. 8/5/78 LAST NM 38/78		(47(787)84 Sydney) N11/85
	Delete	Depth 8.5 Obstr "Rep (1973)"	13°14.0'S 96°04.8'E
	Add	Depth 10 fathoms and legend "Muirfield Seamount"	13°09.0'S 96°10.2'E
★E7704	1Ed. 9/29/84	NEW CHART	(DMAHTC; 28(412)81 Sydney) N48/84
	Add	Danger circle "Discol water rep (1981)"	17°19'S 97°04'E
★E7802	1Ed. 1/16/82	NEW CHART	(DMAHTC) N13/82
★E7803	1Ed. 9/8/84	NEW CHART	(DMAHTC) N3/88
★E7804	1Ed. 8/4/84	NEW CHART	(DMAHTC; NVS7273/84) N41/84
	Delete	Depth 70 fathoms "Rep (1981)" (PA)	18°12'S 88°04'E
★E7902	1Ed. 2/13/82	NEW CHART	(DMAHTC) N15/82
E7902	1Ed. 2/13/82 LAST NM 15/82		(NVS6692/82) N28/82
	Add	Depth 99 fathoms "Rep (1982)" (PA)	7°20.1'S 72°00.0'E
	Change	Legend "CATALOG 1-N-S" to "CATALOG 1-N-A" in upper right margin of chart	
★E7902	1Ed. 2/13/82 LAST NM 28/82		(NVS7028, 7030, 7035/83) N40/83
	Add	Depths 50 fathoms	7°05.5'S 72°03.2'E
		140 fathoms "Rep (1983)" (PA)	6°51.2'S 72°03.5'E
		123 fathoms	6°51.4'S 72°12.0'E
		167 fathoms "Rep (1982)"	6°47.4'S 71°09.2'E
		102 fathoms "Rep (1982)"	7°38.4'S 71°24.0'E
		145 fathoms "Rep (1982)"	7°45.3'S 70°53.0'E
★E7902	1Ed. 2/13/82 LAST NM 40/83		(NVS7458/85) N22/85
	Add	Depths 48 fathoms "Rep (1983)" (PA)	7°14.2'S 72°21.7'E
		125 fathoms "Rep (1983)" (PA)	7°51.1'S 71°24.8'E
		189 fathoms "Rep (1983)" (PA)	7°53.0'S 71°29.3'E
		192 fathoms "Rep (1984)" (PA)	7°56.1'S 71°28.1'E
		260 fathoms "Rep (1983)" (PA)	7°57.5'S 71°05.1'E
		190 fathoms "Rep (1983)" (PA)	8°00.7'S 70°55.2'E
★E7903	1Ed. 3/10/84	NEW CHART	(DMAHTC) N39/84
★E8002	1Ed. 2/13/82	NEW CHART	(DMAHTC) N15/82
★E8003	1Ed. 3/31/84	NEW CHART	(DMAHTC) N37/84
★E8004	1Ed. 3/31/84	NEW CHART	(DMAHTC) N37/84
E8004	1Ed. 3/31/84 LAST NM 37/84		(30(1983)85 Taunton) N37/85
	Add	Depth 22 fathoms "Rep (1985)"	19°42.0'S 64°21.6'E
★E8102	1Ed. 5/22/82	NEW CHART	(DMAHTC) N29/82
	Change	Legend "CATALOG 1-N-S" to "CATALOG 1-N-A" in upper right corner of chart	
E8102	1Ed. 5/22/82 LAST NM 29/82		(11(766)85 Taunton) N22/85
	Add	Depth 10 fathoms 5 feet "Rep (1985)"	6°27.0'S 58°10.0'E

E8102	1Ed. 5/22/82 LAST NM 22/85		(30(1984)85 Taunton) N38/85
	Add	Depths 20 fathoms	6°29'S 57°10'E
		12 fathoms "Rep (1985)"	6°26'S 58°31'E
E8102	1Ed. 5/22/82 LAST NM 38/85		(MCNM7777/86) N27/86
	Add	Depth 293 fathoms "Rep (1977)" (PA)	8°07.3'S 59°52.0'E
E8102	1Ed. 5/22/82 LAST NM 27/86		(28(2125)88 Taunton) N37/88
	Add	Depth 26 fathoms	6°42.9'S 56°31.5'E
E8102	1Ed. 5/22/82 LAST NM 37/88		(9(38)90 Brest) N34/90
	Add	Depth 107 fathoms	8°39'S 51°36'E
★E8103	1Ed. 5/5/84	NEW CHART	(DMAHTC; BA LL; BA CH 758) N37/84
	Delete	Light	14°15.1'S 50°09.2'E
	Relocate	Light close NW to and change visibility (range) to 13M Note: Aero R Bn remains	14°52.6'S 50°15.3'E
	Change	Lights to FG 5M	13°21.0'S 50°00.9'E
		(AERO) Fl(2) 17M	15°15.8'S 50°27.5'E
		Visibility (range) of light to 18M	15°58.5'S 50°14.0'E
	Add	Legend "Fl 11M" to light	15°50.1'S 54°32.0'E
		Depth 6 fathoms (PA)	10°08.0'S 51°00.0'E
★E8104	1Ed. 5/5/84	NEW CHART	(DMAHTC; BA LL) N37/84
	Delete	Lights	21°13.1'S 48°21.3'E
			22°08.0'S 48°01.8'E
			22°49.9'S 47°50.0'E
	Change	Characteristic of light to Fl R	20°09.1'S 57°28.8'E
E8104	1Ed. 5/5/84 LAST NM 37/84		(46(3437)88 Taunton) N4/89
	Add	R Bn (AERO)	20°16.8'S 57°20.8'E
E8104	1Ed. 5/5/84 LAST NM 4/89		(BA LL) N11/89
	Change	Light to Iso R 10M	20°09.1'S 57°28.8'E
★E8202	1Ed. 1/23/82	NEW CHART	(DMAHTC) N15/82
E8202	1Ed. 1/23/82 LAST NM 15/82		(MCNM 1021/90) N42/90
	Add	Depth 65 fathoms "Rep (1990)"	3°26.7'S 40°07.1'E
★E8203	1Ed. 1/30/82	NEW CHART	(DMAHTC) N15/82
E8203	1Ed. 1/30/82 LAST NM 15/82		(MCNM7792/86) N32/86
	Delete	Depth 9 fathoms "Rep (1943)"	12°41.0'S 41°36.3'E
E8203	1Ed. 1/30/82 LAST NM 32/86		(38(43)87 Brest) N3/88
	Add	Depth 22 fathoms	12°14.7'S 47°43.8'E
★E8204	1Ed. 2/13/82	NEW CHART	(DMAHTC) N15/82
	Delete	Chart number 8304 from chart index in right margin of chart	
E8204	1Ed. 2/13/82 LAST NM 15/82		(26(1725)85 Taunton) N34/85
	Add	Depth 70 fathoms	21°48.1'S 35°37.9'E
E8204	1Ed. 2/13/82 LAST NM 34/85		(9(82)85 Cape Town; DMAHTC) N17/86
	Relocate	Latitude designations	
		"30" 10 miles S to	22°30'S 34°57'E
		"30"' 10 miles N	19°30'S 34°57'E
	Add	Depth 55 fathoms	22°19.6'S 35°43.0'E
★E8205	1Ed. 2/13/82	NEW CHART	(DMAHTC) N15/82
E8205	1Ed. 2/13/82 LAST NM 15/82		(1(83)81 Cape Town) N20/82
	Add	Depth 257 fathoms	24°46'S 42°53'E
E8205	1Ed. 2/13/82 LAST NM 20/82		(33(2146)83 Taunton) N4'/83
	Add	Depth 326 fathoms "Rep (1983)"	26°53.7'N 46°01.2'E

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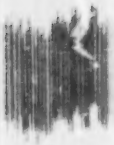
E8205	1Ed. 2/13/82 LAST NM 41/83 Add	Depth 326 fathoms "Rep (1983)" (Cancels N41/83-E8205)	(33(2146)83 Taunton) N43/83 26°53.7'S 46°01.2'E
E8205	1Ed. 2/13/82 LAST NM 43/83 Add	Depth 66 fathoms (PA)	(36(2363)84 Taunton) N43/84 25°30.0'S 47°22.5'E
★**E8305**	1Ed. 2/20/82 Add	NEW CHART Note "NOTE "OMEGA" Australia Station G, is under construction and is scheduled to become operational in 1982. Users will be notified by Notice to Mariners and the normal OMEGA information sources when the station begins operation." in right margin of chart	(DMAHTC) N15/82
E8305	1Ed. 2/20/82 LAST NM 15/82 Change	Light to Fl(2) 15M	(45(2745)82 Taunton) N5/83 26°51.3'S 32°53.3'E
E8305	1Ed. 2/20/82 LAST NM 5/83 Add	Depth 105 fathoms (PA)	(36(2358)84 Taunton) N42/84 28°40'S 32°40'E
E8305	1Ed. 2/20/82 LAST NM 42/84 Add	Depth 191 fathoms (PA)	(36(2359)84 Taunton) N43/84 26°25.0'S 34°19.5'E
E8305	1Ed. 2/20/82 LAST NM 43/84 Add	Light Fl 25M R Bn	(7(59)85 Cape Town) N38/85 28°08.9'S 32°33.1'E
E8305	1Ed. 2/20/82 LAST NM 38/85 Add	Depth 110 fathoms	(BA CH 2088) N24/86 28°46.0'S 32°34.5'E
E8305	1Ed. 2/20/82 LAST NM 24/86 Add	Light Fl(4) 25M R Bn	(6(57)86 Cape Town) N35/86 27°33.9'S 32°42.5'E
★**E8306**	1Ed. 4/20/85 Add	NEW CHART "EXPLOSIVES DUMPING AREA" bound by purple dashed-line circle, radius five miles, centered	(DMAHTC; 4(40)85 Cape Town) N26/85 30°28'S 31°21'E
E8306	1Ed. 4/20/85 LAST NM 26/85 Add	"Unexploded Ordnance" area bound by purple dashed-line circle, radius 5 miles, centered	(11(64)89 Cape Town) N5/90 30°40'S 32°00'E
★**E8406**	1Ed. 8/3/85	NEW CHART	(DMAHTC) N47/85
E8406	1Ed. 8/3/85 LAST NM 47/85 Add	"Unexploded Ordnance" area bound by purple dashed-line circle, radius 5 miles, centered	(11(64)89 Cape Town) N5/90 33°30'S 29°00'E
		Purple dashed-line arc of a circle, radius 5 miles, centered arc joining	35°00'S 26°10'E 35°00'S 26°04'E 34°55'S 26°10'E 35°00'S 26°16'E
		Legend "Unexploded Ordnance"	34°57'S 26°10'E
★**E8407**	1Ed. 5/11/85	NEW CHART	(DMAHTC) N35/85
E8407	1Ed. 5/11/85 LAST NM 35/85 Add	"Unexploded Ordnance" area bound by purple dashed-line circle, radius 5 miles, centered	(11(64)89 Cape Town) N5/90 36°10'S 24°10'E
		Purple dashed-line arc of a circle radius 5 miles, centered arc joining	35°00'S 26°10'E 35°00'S 26°04'E 35°05'S 26°10'E 35°00'S 26°16'E
		Legend "Unexploded Ordnance"	35°03'S 26°10'E

★E8502	1Ed. 7/19/80	NEW CHART	(DMAHTC; BA RA) N40/80
	Delete	R Bn (AERO)	6°00'S 12°24'E
★E8503	1Ed. 7/19/80	NEW CHART	(DMAHTC) N42/80
	Add	Depth 10 fathoms Rep (1974)	11°23.5'S 13°29.5'E
E8503	1Ed. 7/19/80 LAST NM 42/80		(20(1506)87 Taunton) N28/87
	Add	Depth 83 fathoms	14°23.23'S 12°06.65'E
E8503	1Ed. 7/19/80 LAST NM 28/87		(51(3862)87 Taunton) N11/88
	Delete	Depth 83 fathoms	14°23.23'S 12°06.65'E
		(Supersedes N28/87-E8503)	
★E8504	1Ed. 7/26/80	NEW CHART	(DMAHTC) N43/80
E8504	1Ed. 7/26/80 LAST NM 43/80		(8(44)90 Cape Town) N43/90
	Delete	R Bn	22°10'S 14°17'E
★E8505	1Ed. 8/16/80	NEW CHART	(DMAHTC) N45/80
★E8506	1Ed. 7/5/80	NEW CHART	(DMAHTC) N34/80
E8506	1Ed. 7/5/80 LAST NM 34/80		(SAN CH 4) N36/80
	Change	Visibility (range) of lights to 34M	34°21.0'S 18°30.0'E
		25M	34°23.0'S 18°50.5'E
		33M	34°09.0'S 18°19.5'E
E8506	1Ed. 7/5/80 LAST NM 36/80		(DMAHTC; SAN LL) N53/83
	Change	Visibility (range) of lights to 23M	33°03.1'S 17°55.0'E
		29M	33°25.8'S 18°05.4'E
		24/12M	33°48.8'S 18°22.0'E
	Add	Legend "(Correct through NM 27/80)" in lower left margin of chart	
★E8507	1Ed. 7/6/85	NEW CHART	(DMAHTC) N43/85
E8507	1Ed. 7/6/85 LAST NM 43/85		(9(85)86 Cape Town) N45/86
	Add	Depth 929 fathoms	37°41'S 16°03'E
★E8602	1Ed. 9/20/80	NEW CHART	(DMAHTC) N48/80
E8602	1Ed. 9/20/80 LAST NM 48/80		(7(499)91 Taunton) N18/91
	Add	Depth 383 fathoms	6°28.0'S 1°12.0'E
★E8603	1Ed. 8/16/80	NEW CHART	(DMAHTC) N45/80
★E8604	1Ed. 8/23/80	NEW CHART	(DMAHTC) N45/80
★E8605	1Ed. 9/13/80	NEW CHART	(DMAHTC) N48/80
E8605	1Ed. 9/13/80 LAST NM 48/80		(MCNM7551/85) N34/89
	Add	Depths 127 fathoms	26°11.3'S 6°20.3'E
		129 fathoms	26°12.8'S 6°17.7'E
		127 fathoms	26°13.7'S 6°16.1'E
★E8606	1Ed. 7/20/85	NEW CHART	(DMAHTC) N7/86
E8606	1Ed. 7/20/85 LAST NM 7/86		(MCNM7551/85) N33/88
	Add	Depth 27 fathoms	31°37.3'S 8°19.0'E
★E8607	1Ed. 5/4/85	NEW CHART	(DMAHTC) N30/85
117642	1Ed. 1/14/74 LAST NM 21/74		(32/75 CG3) N34/75
	Add	Buoy "A-EX", black can	41°16'33"N 72°01'52"W



117642	1Ed 1/14/74 LAST NM 34/75		(RS 2486/75) N42/75
	Delete	Purple dashed line joining	41°13.0′N 72°01.0′W
			41°13.0′N 71°56.0′W
			41°15.0′N 71°56.0′W
			41°15.0′N 72°00.0′W
			41°15.25′N 72°00.00′W
	Add	Submerged Submarine Operating Area limit with purple dashed line between	41°13.00′N 72°01.00′W
			41°15.35′N 72°01.00′W
117642	1Ed. 1/14/74 LAST NM 42/75		(12/76 CG3) N15/76
	Add	Buoy, white and orange bands, Int Qk Fl Ra Ref	41°16′41″N 72°01′46″W
★117642	1Ed. 1/14/74 LAST NM 15/76		(DMAHC) N19/76
	Delete	Entire caution note "No specific reference . . . . . for the area." in lower left border of chart	
117642	1Ed. 1/14/74 LAST NM 19/75		(26/77 CG3) N30/77
	Add	Buoy "2", orange and white bands	41°16′40″N 72°03′57″W
117642	1Ed. 1/14/74 LAST NM 30/77		(31/78 CG3) N36/78
	Change	Lights "1" to Fl G 4sec 14ft (Priv maintd)	41°15′31″N 72°01′50″W
		"2" to Fl R 4sec 14ft (Priv maintd)	41°15′29″N 72°02′00″W
117642	1Ed. 1/14/74 LAST NM 36/78		(31/78 CG3) N37/78
	Add	Danger circle "Obstr" marked by buoy "A", orange and white bands	41°17′35″N 72°02′34″W
117642	1Ed. 1/14/74 LAST NM 37/78		(3/79 CG3; USCG LL) N9/7[illegible]
	Change	Light to Fl R 10sec 67ft 19M HORN	41°14′36″N 72°02′52″W
117642	1Ed. 1/14/74 LAST NM 9/79		(23/79 CG3) N28/79
	Delete	Buoy "2"	41°16′40″N 72°03′57″W
117642	1Ed. 1/14/74 LAST NM 28/79		(38/79 CG3) N42/79
	Delete	Buoy	41°16′41″N 72°01′46″W
117642	1Ed. 1/14/74 LAST NM 42/79		(1/82 CG3) N6/82
	Delete	Light "1"	41°15′31″N 72°01′58″W
117642	1Ed. 1/14/74 LAST NM 6/82		(MCNM7990/87) N44/87
	Delete	Buoys	41°17′35″N 72°02′34″W
			41°16′33″N 72°01′52″W
			41°14′48″N 71°59′00″W
			41°14′58″N 71°57′21″W
		Prohibited area and buoys (4) centered	41°15′32″N 71°55′36″W
	Change	Visibility (range) of light to 7M	41°17′17″N 72°01′10″W
		Characteristic of buoys	
		"2" to Fl R 2.5s	41°16′47″N 72°01′24″W
		"8" to Fl R 4s	41°16′18″N 72°00′22″W
		Color of buoys, each to green	
		"3C"	41°17′32″N 71°53′00″W
		"1"	41°17′15″N 71°59′52″W
		"1W"	41°17′09″N 71°58′07″W
		"5"	41°16′53″N 71°59′35″W
		"1E"	41°17′13″N 71°56′52″W
		"1C"	41°17′25″N 71°52′57″W
		Buoys to "1A", green, QG BELL	41°13′46″N 72°04′02″W
		"6", red nun	41°16′28″N 72°00′52″W
		"9", green, Fl G 4s GONG	41°10′11″N 71°57′09″W
		"L", red and white stripes, ball topmark, Mo(A) WHIS	41°17′24″N 71°54′21″W
		"W", red and white stripes, ball topmark, BELL	41°17′29″N 71°55′00″W
		"WP", green and red bands, (topmost band green)	41°17′34″N 71°55′06″W
		Color of buoy to red	41°17′33″N 71°54′04″W
		Shape of buoy to spar	41°15′54″N 71°58′24″W

(continued on next page)

			N44/87
117642	(Continued) Add	Depths 9 fathoms "Rep (1985)" (PA) 9 fathoms 1 foot "Rep (1985)" (PA) 4 fathoms 1 foot Obstr "Rep (1985)" (PA)	41°14′28.5″N 72°02′56.3″W 41°14′29.3″N 72°02′37.0″W 41°14′30.0″N 72°02′55.1″W
		Wreck (PA)	41°17′17.0″N 71°59′39.0″W
		Position circles "Subm tripod" (PA) "Dol" Ra Ref (PA)	41°15′51.0″N 71°58′29.5″W 41°15′50.2″N 71°58′28.0″W
117642	1Ed. 1/14/74 LAST NM 44/87 Change	Buoy "9" to green, Fl G 4s GONG (See N44/87-117642)	(MCNM7926/87) N52/87 41°10′23″N 71°57′09″W
★800072	1Ed. 12/21/85	NEW CHART	(DMAHTC) N8/86
★800113	4Ed. 11/10/84	NEW EDITION	(DMAHTC) N14/85
800113	4Ed. 11/10/84 LAST NM 14/85 Delete	Buoys (mooring) (mooring) (mooring)	(25/85 CG11) N28/85 32°47′51″N 118°24′54″W 32°48′58″N 118°21′48″W 32°49′00″N 118°21′40″W
800113	4Ed. 11/10/84 LAST NM 28/85 Change	Characteristic of light to Fl 5s and visibility (range) to 15M	(39/86 CG11) N43/86 32°48′14″N 118°25′30″W
		Characteristic of light to Fl 10s and visibility (range) to 16M	32°49′13″N 118°21′09″W
800113	4Ed. 11/10/84 LAST NM 43/86 Delete	Buoy (mooring)	(9/87 CG11) N13/87 32°48′14″N 118°24′43″W
800113	4Ed. 11/10/84 LAST NM 13/87 Add	Position circle with legend "TACAN NAVY SAN DIEGO CHANNEL 86"	(MCNM8031/87) N2/88 32°52′43″N 118°26′24″W
★800273	2Ed. 12/29/90	NEW EDITION	(DMAHTC) N19/91
★800564	1Ed. 10/11/75	NEW CHART	(DMAHC) N1/76
800564	1Ed. 10/11/75 LAST NM 1/76 Change	Characteristic of light to Fl 10s	(40(1391)89 Tokyo) N5/90 13°26.8′N 120°18.0′E
★800669	8Ed. 9/15/90 Add	NEW EDITION Buoy (mooring)	(DMAHTC; MCNM1000/90) N42/90 32°49′05″N 118°21′53″W
★800742	1Ed. 8/4/90 Change	NEW CHART Note in upper left margin of chart to "BUOYAGE IALA Buoyage System (Region B) is in effect in the area covered by this chart. See Chart No. 1"	(DMAHTC; MCNM1000/90) N40/90
★800744	1Ed. 9/24/88	NEW CHART	(DMAHTC) N49/88
★801885	3Ed. 9/30/89 Delete	NEW EDITION Pilot station symbol (Previously published 46/89)	(DMAHTC) N48/89 7°18′08″S 72°21′51″E
	Add	Pilot station symbol (Previously published 46/89)	7°13′06″S 72°21′51″E
801885	3Ed. 9/30/89 LAST NM 48/89 Delete	Buoy "D"	(MCNM1079/89) N52/89 7°18′57″S 72°28′21″E
	Add	Buoy "D" R, can, Fl R 4s	7°18′58″S 72°27′22″E

801885	3Ed. 9/30/89 LAST NM 52/89		(MCNM1079/89) N22/90
	Delete	Anchorage areas "A-3"	7°16.1'S 72°23.7'E
		"A-4"	7°15.7'S 72°23.9'E
		"A-5"	7°16.4'S 72°24.0'E
		"A-6"	7°16.1'S 72°24.2'E
		"A-7"	7°16.6'S 72°24.3'E
		"A-8"	7°17.1'S 72°24.2'E
		Buoys (mooring) "1"	7°18.3'S 72°27.2'E
		"3"	7°18.7'S 72°27.6'E
		"5"	7°17.7'S 72°25.4'E
		"8N"	7°17.8'S 72°28.5'E
	Add	Anchoring berths, each radius 450 yards	
		"A-3" centered	7°16'05"S 72°23'51"E
		"A-5"	7°16'30"S 72°23'38"E
		"A-6"	7°16'11"S 72°24'20"E
		"A-7"	7°16'37"S 72°24'08"E
		"A-8"	7°17'06"S 72°24'12"E
		Anchoring berth "A-4", radius 334 yards, centered	7°15'47"S 72°24'09"E
801885	3Ed. 9/30/89 LAST NM 22/90		(MCNM1079/89) N45/90
	Delete	Buoys (mooring) "7N"	7°17'11"S 72°27'59"E
		"7S"	7°17'18"S 72°28'05"E
		"8S"	7°17'51"S 72°28'35"E
		"9S"	7°17'51"S 72°27'40"E
		Lights	7°17'20"S 72°23'28"E
			7°18'13"S 72°24'03"E
		Legend "TR (18)"	7°18'14"S 72°24'29"E
	Substitute	Light Fl R for position circle	7°17'26"S 72°23'38"E
		Note: Legend "Control Tower" remains	
		Light (AERO) Al Fl WG 10s 40m 12M for position circle	7°18'30"S 72°24'45"E
		Note: Legend "Control Tower" remains	
	Change	Characteristic of buoy "2" to QR	7°14'24"S 72°23'18"E
801885	3Ed. 9/30/89 LAST NM 45/90		(MCNM1079/89; BA CH 920; BA LL) N9/91
	Delete	Solid line between	7°17'24"S 72°23'28"E
			7°17'21"S 72°23'28"E
		Lights "3"	7°17'15"S 72°23'17"E
		(undesignated)	7°17'22"S 72°23'23"E
	Change	Period of light to 15s	7°17'24"S 72°23'29"E
	Add	Light Fl R 15s	7°17'22"S 72°23'25"E

★**801902**	7Ed. 8/31/85	NEW EDITION	(DMAHTC) N46/85
801902	7Ed. 8/31/85 LAST NM 46/85		(50/86 CG7) N5/87
	Change	Color of buoy "3" to green	18°16'48"N 65°15'26"W
801902	7Ed. 8/31/85 LAST NM 5/87		(40/87 CG7) N48/87
	Change	Color of buoy to green	18°17'06"N 65°16'00"W

★**801925**	1Ed. 3/25/89	NEW CHART	(DMAHTC; BA LL) N24/89
	Change	Characteristic of range lights,	
		front to Iso 4s	12°42'42"N 61°19'37"W
		rear to Fl 5s	12°42'44"N 61°19'34"W
		front to F	12°42'05"N 61°19'52"W
		rear to F	12°41'51"N 61°19'46"W
		Legend to "JACK A DAN ISLAND"	12°29'45"N 61°27'50"W

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★801925	(Continued) Change	Line 2 of TIDES note in lower right margin of chart to "very much influenced by local causes. It is high water at full and change of the moon at" and line 4 to "stream setting to the westward is aided and accelerated by the westerly equatorial"	
801925	1Ed. 3/25/89 LAST NM 24/89 Add	Light QR (PA)	(35(2501)90 Taunton) N45/90 12°29'08"N 61°28'52"W
★801926	1Ed. 8/4/90 Add	NEW CHART Note in right margin of chart "BUOYAGE IALA Buoyage System (Region B) is in effect in the area covered by this chart. See Chart No. 1"	(DMAHTC; MCNM1000/90) N40/90
★801953	1Ed. 2/25/78	NEW EDITION	(DMAHC) N14/78
801953	1Ed. 2/25/78 LAST NM 14/78 Add	Depths 6.7 meters in 2.1 meters 9.7 meters 7.6 meters 2.1 meters	(H9485) N22/78 17°55'24"N 66°12'03"W 17°56'52"N 66°13'27"W 17°54'32"N 66°15'45"W 17°55'31"N 66°16'04"W 17°56'58"N 66°17'29"W
801953	1Ed. 2/25/78 LAST NM 22/78 Delete	Light	(1/79 CG7) N6/79 17°57'43"N 66°17'43"W
801953	1Ed. 2/25/78 LAST NM 6/79 Delete	Light "5"	(43/83 CG7) N48/83 17°55'53"N 66°09'37"W
801953	1Ed. 2/25/78 LAST NM 48/83 Add	Dangerous wreck (PA)	(3/88 CG7) N8/88 17°53'48"N 66°10'53"W
801953	1Ed. 2/25/78 LAST NM 8/88 Delete	Buoy "2"	(51/85 CG7) N14/88 17°54'14"N 60°04'36"W
801953	1Ed. 2/25/78 LAST NM 14/88 Delete	Buoy "2" (Cancels N14/88-801953)	(51/85 CG7) N19/88 17°54'14"N 66°04'36"W
801953	1Ed. 2/25/78 LAST NM 19/88 Delete	Dangerous wreck (PA) (Supersedes N8/88-801953)	(19/88 CG7) N25/88 17°53'48"N 66°10'53"W
	Add	Dangerous wreck (PA)	17°53'46"N 66°11'01"W
★801959	2Ed. 6/9/79	NEW EDITION	(DMAHTC) N30/79
801959	2Ed. 6/9/79 LAST NM 30/79 Add	Rock awash (PA)	(30/89 CG17) N35/89 60°07.0'N 148°00.1'W
802184	4Ed. 8/2/75	NEW EDITION	(DMAHC) N40/75
802184	4Ed. 8/2/75 LAST NM 40/75 Add	Purple dashed line "Sewer (under construction)" joining	(CL970/81) N40/81 36°46'30.3"N 75°57'15.9"W 36°46'48.0"N 75°55'54.3"W 36°47'10.5"N 75°55'38.3"W
T 802184	4Ed. 8/2/75 LAST NM 40/81 (Temp'y) Add	Buoy "B", orange and white bands, Fl 4sec (PA)	(37/81 CG5) N42/81 36°50'05"N 75°54'19"W
802184	4Ed. 8/2/75 LAST NM 42/81 Delete	Buoy "B" (Supersedes N42/81T-802184)	(7/82 CG5) N12/82 36°50'05"N 75°54'19"W

T 802184	4Ed. 8/2/75 LAST NM 12/82		(27/82 CG5) N32/82
	(Temp'y)		
	Add	Buoys, each orange and white,	
		"A" Fl 2.5sec WHIS	36°49′48.6″N 75°54′13.1″W
		"B", can	36°49′34.8″N 75°54′11.2″W
		"C" Fl 4sec WHIS	36°49′25.0″N 75°54′09.8″W
802184	4Ed. 8/2/75 LAST NM 32/82		(47/82 CG5) N52/82
	Delete	Buoys "A"	36°49′48.6″N 75°54′13.1″W
		"B"	36°49′34.8″N 75°54′11.2″W
		"C"	36°49′25.0″N 75°54′09.8″W
		(Supersedes N32/82T-802184)	
802184	4Ed. 8/2/75 LAST NM 52/82		(26/85 CG5) N31/85
	Relocate	Lights	
		"1" close E to	36°49′45.8″N 75°57′58.8″W
		and change to Fl G 4s 21ft 4M	
		"2" close NE	36°49′49.8″N 75°58′01.5″W
		and change to Fl R 2.5s 22ft 3M	
802184	4Ed. 8/2/75 LAST NM 31/85		(MCNM7880/87) N25/87
	Change	Note in lower left margin of chart to	
		"Users should refer corrections, additions, and comments for improving this product to: DIRECTOR, DEFENSE MAPPING AGENCY HYDROGRAPHIC/ TOPOGRAPHIC CENTER, ATTN: PR, Washington, D.C. 20315-0030."	
	Add	Buoy "RI", red and white stripes, Mo(A)	36°50′02″N 75°56′48″W
802184	4Ed. 8/2/75 LAST NM 25/87		(28/87 CG5) N38/87
	Add	Buoy "A", yellow, Fl Y 2.5s	36°49′33″N 75°51′03″W
802184	4Ed. 8/2/75 LAST NM 38/87		(MCNM8112/88) N30/88
	Add	Restricted area bound by chart borders and purple dashed lines between	36°50′12″N 75°54′30″W
			36°45′12″N 75°52′37″W
		joining	36°45′12″N 75°58′12″W
			36°47′00″N 75°58′45″W
			36°47′18″N 75°56′54″W
			36°50′12″N 75°54′57″W
		Legends "R6606"	36°46′30″N 75°54′50″W
		"W-50"	36°48′20″N 75°52′10″W
802184	4Ed. 8/2/75 LAST NM 30/88		(45/90 CG5) N50/90
	Add	Buoys "A" Y, Fl Y 2.5s	36°50′00.0″N 75°53′23.7″W
		"B" Y, Fl Y 4s	36°49′30.4″N 75°53′24.7″W
		"C" Y, Fl Y 6s	36°49′04.7″N 75°53′25.6″W

802202	8Ed. 4/15/78	NEW EDITION	(DMAHC) N22/78
802202	8Ed. 4/15/78 LAST NM 22/78		(24/79 CG5) N29/79
	Delete	Light	38°09′39″N 76°06′35″W
802202	8Ed. 4/15/78 LAST NM 29/79		(3/80 CG5) N7/80
	Change	Visibility (range) of light to 9M	38°07′40″N 76°17′27″W
802202	8Ed. 4/15/78 LAST NM 7/80		(20/80 CG5) N25/80
	Add	Danger circle "Obstr (rep 1980)" (PA)	38°06.5′N 76°07.5′W
802202	8Ed. 4/15/78 LAST NM 25/80		(26/80 CG 5) N31/80
	Delete	Legends "(Sept 15 to June 1)"	38°04′05″N 76°05′45″W
		"(Sept 15 to June 1)"	38°12′06″N 75°58′56″W
		"(Sept 15 to June 1)"	38°13′38″N 76°04′16″W
802202	8Ed. 4/15/78 LAST NM 31/80		(NVS7464/85) N24/85
	Delete	Purple dashed line between	38°08′15″N 76°09′12″W
			38°09′48″N 76°10′00″W
	Change	Light to Q 85ft 8M	38°11′43″N 76°05′37″W

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			N24/85
802202	(Continued) Add	Purple dashed line (restricted area limit) joining	38°08′15″N 76°09′12″W 38°08′15″N 76°10′02″W 38°09′50″N 76°10′02″W
802202	8Ed. 4/15/78 LAST NM 24/85 Delete	Bn "4"	(23/85 CG5) N27/85 38°10′10″N 75°57′00″W
		Buoys "1" "2"	38°10′12″N 75°57′25″W 38°10′09″N 75°57′22″W
		Lights	38°10′12″N 75°56′56″W 38°10′13″N 75°56′47″W
	Add	Lights "1" Fl G 2.5s 15ft 3M (PA) "4" Fl R 6s 19ft 4M (PA)	38°10′13.0″N 75°57′22.0″W 38°10′12.3″N 75°57′00.0″W
802202	8Ed. 4/15/78 LAST NM 27/85 Delete	Buoy "2" (See N27/85-802202)	(USCG LL) N31/85 38°10′09″N 75°57′21″W
802202	8Ed. 4/15/78 LAST NM 31/85 Add	Dangerous wreck marked by buoy, black, IQ (PA)	(34/86 CG5) N39/86 38°06′48″N 76°17′54″W
802202	8Ed. 4/15/78 LAST NM 39/86 Add	Buoy "T", red and white stripes nun	(9/87 CG5) N15/87 38°10′05″N 75°58′43″W
802202	8Ed. 4/15/78 LAST NM 15/87 Change	Lights to Fl 2.5s 37ft 7M Fl Y 4s 85ft 5M	(MCNM7880/87) N25/87 38°04′08″N 76°05′47″W 38°11′42″N 76°05′39″W
		Characteristic of buoy "54" to Fl R 4s	38°06′09″N 76°12′42″W
		Buoy to green and red bands, can (topmost band green)	38°12′28″N 75°56′45″W
		Note in lower left margin of chart to "Users should refer corrections, additions, and comments for improving this product to: DIRECTOR, DEFENSE MAPPING AGENCY HYDROGRAPHIC/ TOPOGRAPHIC CENTER, ATTN: PR, Washington, D.C. 20315-0030."	
802202	8Ed. 4/15/78 LAST NM 25/87 Change	Color of buoy "HS" to red and white stripes and add ball topmark	(33/88 CG5) N40/88 38°12′18″N 76°14′33″W
802202	8Ed. 4/15/78 LAST NM 40/88 Change	Buoy "1" to green, Fl G 4s BELL	(13/89 CG5) N17/89 38°12′16″N 76°09′20″W
802202	8Ed. 4/15/78 LAST NM 17/89 Add	Buoy "4A", red nun	(17/89 CG5) N21/89 38°12′57″N 76°03′03″W
802202	8Ed. 4/15/78 LAST NM 21/89 Delete	Buoys "52" "54" "WR" (undesignated) (undesignated)	(MCNM1065/90) N17/91 38°04′36″N 76°12′05″W 38°06′12″N 76°12′39″W 38°06′49″N 76°17′53″W 38°11′23″N 76°09′10″W 38°11′13″N 76°08′23″W
	Relocate	Buoys "5" close E to and change color to G "6" close SW	38°12′09″N 76°01′36″W 38°12′15″N 76°01′04″W
	Substitute	Dangerous wreck for stranded wreck	38°12′51″N 76°03′16″W
	Change	Fog signal of buoy "HS" to WHIS	38°12′18″N 76°14′33″W
		Buoy "1" to G, Fl G 4s BELL	38°12′16″N 76°09′20″W
		Light to "1" Fl G 4s 16ft 4M	38°13′56″N 76°06′41″W
		Light "1" to Fl G 2.5s 20ft 4M	38°13′05″N 75°56′35″W

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802202	(Continued)		N17/91
	Add	Buoys "HP" Y, can	38°10'18"N 75°57'54"W
		"72" R, Fl R 2.5s BELL	38°06'54"N 76°12'55"W
802202	8Ed. 4/15/78 LAST NM 17/91		(CL381/91) N32/91
	Add	Obstruction "(Fish haven) (auth min depth 15ft)" bound by chart border and dashed line joining	38°06'21"N 76°17'54"W 38°06'21"N 76°17'49"W 38°06'36"N 76°17'49"W 38°06'36"N 76°17'54"W
★**802260**	4Ed. 3/1/86	NEW EDITION	(DMAHTC) N19/86
802260	4Ed. 3/1/86 LAST NM 19/86		(35/86 CG11) N39/86
	Change	Characteristic of light to Fl 10s and visibility (range) to 17M	33°00'14"N 118°33'07"W
		Period of light to 5s and visibility (range) to 15M	33°01'48"N 118°35'42"W
802260	4Ed. 3/1/86 LAST NM 39/86		(MCNM7880/87) N25/87
	Add	Dashed-line circle, radius 750 yards, with legend "SHOALING to 71FMS (Rep 1986)" centered (PA)	33°01.0'N 118°31.5'W
802260	4Ed. 3/1/86 LAST NM 25/87		(6/90 CG11) N14/90
	Add	Obstruction (covered 8 fathoms)	32°59'58"N 118°31'19"W
★**802659**	1Ed. 9/27/88	NEW CHART	(DMAHTC) N51/88
	Change	Legend to "(Correct through NM 36/88)" in lower left margin of chart	
		Legend to "CATALOG: P2V10" in upper right margin of chart	
★**802765**	2Ed. 4/6/91	NEW EDITION	(DMAHTC) N25/91
★**802827**	3Ed. 11/13/76	NEW EDITION	(DMAHC) N2/77
★**802985**	3Ed. 4/13/91	NEW EDITION	(DMAHTC) N25/91
★**803220**	1Ed. 8/4/90	NEW CHART	(DMAHTC; MCNM1000/90) N43/90
	Change	Note in upper left margin of chart to "BUOYAGE IALA Buoyage System (Region B) is in effect in the area covered by this chart. See Chart No. 1."	
★**803321**	1Ed. 12/13/86	NEW CHART	(DMAHTC; USCG LL; 23/87 CG17) N37/87
	Substitute	Bn, red for light	51°51'11"N 176°38'56"W
	Change	Period of light "7" to 4s	51°51'23"N 176°37'32"W
	Add	Buoy "4A", red nun	51°51'57"N 176°36'27"W
803321	1Ed. 12/13/86 LAST NM 37/87		(29/89 CG17) N33/89
	Relocate	Buoy "3" close W to	51°51'48"N 176°34'02"W
★**803404**	2Ed. 11/5/83	NEW EDITION	(DMAHTC) N50/83
803404	2Ed. 11/5/83 LAST NM 50/83		(13(853)84 Taunton) N21/84
	Change	Buoys to	
		Starboard buoy: R, conical, QR	12°02'48"N 61°45'47"W
		Port buoy: G, can, QG	12°02'45"N 61°45'33"W
		Port buoy: G, can, QG	12°02'48"N 61°45'15"W
		Starboard buoy: R, pillar	12°02'45"N 61°45'07"W
	Add	Starboard buoy: R, pillar, QR	12°02'42"N 61°45'10"W

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803404	(Continued) Add	Note in upper left margin of chart "CHANGES IN BUOYAGE Certain buoys, lights and beacons within the area of this chart will be affected by the implementation of the conversion to IALA Maritime Buoyage System in Region B. For further explanation, see annual NM 1(6) and Chart No. 1."	
803404	2Ed. 11/5/83 LAST NM 21/84 Delete	Light	(45(2969)84 Taunton) N51/84 12°00′20″N 61°47′55″W
803404	2Ed. 11/5/83 LAST NM 51/84 Add	R Bn (AERO)	(51(3425)84 Taunton) N7/85 12°00′29″N 61°46′45″W
803404	2Ed. 11/5/83 LAST NM 7/85 Add	Lights Q(6) + L Fl 15s 7M Q(9) 15s 7M Fl(2+1) 20s 18M	(7(545), 17(1279), 24(1741)86 Taunton) N39/86 11°59′05″N 61°47′16″W 12°00′06″N 61°48′09″W 12°00′53″N 61°46′33″W
		Position circle with legend "2 Masts (300) R Lts" (PA)	12°01′18″N 61°46′26″W
803404	2Ed. 11/5/83 LAST NM 39/86 Delete	Buoy	(34(2589)89 Taunton) N51/89 12°01′15″N 61°48′09″W
★803484	1Ed. 8/4/90 Change	NEW CHART Note to "BUOYAGE IALA Buoyage Systems (Region B) is in effect in the area covered by this chart. See Chart No. 1."	(DMAHTC) N39/90 53°43′30″N 178°47′00″E
★803733	1Ed. 8/26/78	NEW CHART	(DMAHTC) N49/78
★804037	1Ed. 5/7/77	NEW CHART	(DMAHC) N26/77
804037	1Ed. 5/7/77 LAST NM 26/77 Add	Note from back of Section I in lower margin of chart	(DMAHC) N51/77
804037	1Ed. 5/7/77 LAST NM 51/77 Add	Position circle "RA DOME (conspic)"	(41(37)77 Brest) N52/77 42°57′51″N 9°22′52″E
804037	1Ed. 5/7/77 LAST NM 52/77 Add	Depths 60 meters in 95 meters 117 meters	(6(309)78 Taunton) N12/78 43°03′53″N 9°24′37″E 43°03′57″N 9°20′31″E 43°03′15″N 9°16′44″E
804037	1Ed. 5/7/77 LAST NM 12/78 Add	"Anchorage, Dredging and Trawling Prohibited (Cable)" area bound by shore and purple dashed line joining	(15(41)78 Brest) N24/78 42°43′57″N 9°20′40″E 42°51′13″N 9°12′21″E 42°51′14″N 9°08′59″E 42°42′55″N 9°19′28″E
804037	1Ed. 5/7/77 LAST NM 24/78 Add	Depth 8.8 meters	(52(30)78 Brest) N11/79 43°01′09″N 9°24′39″E
804037	1Ed. 5/7/77 LAST NM 11/79 Add	Depths 24 meters in 15.2 meters 54 meters 46 meters Obstr 46 meters	(6(43)79 Brest) N17/79 42°59′37″N 9°16′54″E 42°59′19″N 9°17′35″E 42°45′21″N 9°19′11″E 42°46′14″N 9°12′12″E 42°45′54″N 9°06′33″E
804037	1Ed. 5/7/77 LAST NM 17/79 Add	Note from back of Section I in lower right margin of chart	(NVS6053/80) N14/80
804037	1Ed. 5/7/77 LAST NM 14/80 Delete Relocate	Breakwater Light close SE to	(9(43)80 Brest; Fr LL) N18/80 42°40′47″N 9°18′00″E 42°40′55″N 9°17′40″E

(continued on next page)

804037	(Continued)		N18/80
	Change	Visibility (range) of light to 9M	42°43′02″N 9°15′25″E
	Add	Lights Gp Occ WR 9, 6M in Fl G	42°40′48″N 9°17′54″E 42°40′46″N 9°17′56″E
		Solid line (breakwater) joining	42°40′46″N 9°17′56″E 42°40′43″N 9°17′57″E 42°40′42″N 9°18′00″E
804037	1Ed. 5/7/77 LAST NM 18/80		(41(42), 42(49)80 Brest; Fr CH 4887) N48/80
	Delete	Light	42°42′42″N 9°19′27″E
	Change	Lights to Occ G 4sec 43m 6M Gp Fl G(2) 6sec 5M (See N18/80-804037)	42°43′01″N 9°15′25″E 42°41′17″N 9°16′50″E
	Add	Light Gp Fl WR(3) 12sec 35m 10M	42°43′00″N 9°19′30″E
		"Regulated Area" bound by shore and purple dashed line joining	42°43′55″N 9°20′36″E 42°43′55″N 9°17′30″E 42°47′06″N 9°17′30″E 42°47′06″N 9°20′27″E
804037	1Ed. 5/7/77 LAST NM 48/80		(2(44)81 Brest) N16/81
	Delete	Depth 60 meters	43°03′53″N 9°24′37″E
804037	1Ed. 5/7/77 LAST NM 16/81		(22(63)84 Brest) N29/84
	Change	Visibility (range) of lights to 9M 7M	42°43′02″N 9°15′25″E 42°41′16″N 9°16′50″E
804037	1Ed. 5/7/77 LAST NM 29/84		(35(42)86 Brest) N43/86
	Add	Depths 4.8 meters 4.4 meters 4.9 meters	42°41′34″N 9°18′33″E 42°41′27″N 9°18′26″E 42°40′52″N 9°17′42″E
★**804059**	1Ed. 10/15/77	NEW CHART	(DMAHC) N49/77
804059	1Ed. 10/15/77 LAST NM 49/77		(NVS3846/78) N48/78
	Relocate	Buoy "3" close NW to	14°46′36″N 120°12′10″E
	Add	Legend "Missing" to Buoy "A"	14°48′51″N 120°15′08″E
804059	1Ed. 10/15/77 LAST NM 48/78		(NVS3885/78) N2/79
	Delete	Legend "Missing" from Buoy "A" (See N48/78-804059)	14°48′51″N 120°15′08″E
804059	1Ed. 10/15/77 LAST NM 2/79		(NVS5074/79) N49/79
	Delete	Legend "AERO R Bn Tr"	14°46′35″N 120°13′27″E
804059	1Ed. 10/15/77 LAST NM 49/79		(20/80 CG14) N24/80
	Delete	Buoy "11"	14°49′40″N 120°14′13″E
	Add	Buoys "S", black and red bands, Int Qk Fl G Ra Ref in	14°48′26″N 120°14′15″E
		"2", red, Fl R 4sec Ra Ref	14°49′51″N 120°13′55″E
		"4", red, Fl R 6sec Ra Ref	14°51′04″N 120°13′18″E
		"5", black can	14°51′04″N 120°12′54″E
804059	1Ed. 10/15/77 LAST NM 24/80		(26/80 CG14) N30/80
	Change	Buoy to "5", black can, Fl G 4sec Ra Ref (See N24/80-804059)	14°51′04″N 120°12′54″E
★**804059**	1Ed. 10/15/77 LAST NM 30/80		(DMAHTC) N21/81
	Change	DMA Stock No. to AMPHI804059 in lower right corner of chart	
804059	1Ed. 10/15/77 LAST NM 21/81		(NVS7159/84) N25/84
	Add	Depth 54 meters Wk	14°42′03″N 120°11′59″E
★**804567**	4Ed. 7/7/79	NEW EDITION	(DMAHTC; 3(34)90 Habana; USCG LL) N36/90
	Change	Characteristic of light to Fl(2+1) G 10s	19°59′10″N 75°07′47″W

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★804567	(Continued) Change	Height of lights to 9m 13m	N36/90 19°55′08″N 75°09′45″W 19°55′05″N 75°09′17″W
★805124	1Ed. 6/22/85	NEW CHART	(DMAHTC) N7/86
805124	1Ed. 6/22/85 LAST NM 7/86 Change	Note in upper right margin of chart to "BUOYAGE IALA Buoyage System (Region A) is in effect in the area covered by this chart. See Chart No. 1."	(DMAHTC) N8/86
805124	1Ed. 6/22/85 LAST NM 8/86 Substitute	R Bn (AERO) for position circle "Tr"	(Aus CH 333) N36/88 31°01′36″S 115°20′18″E
★805195	1Ed. 5/20/78	NEW CHART	(DMAHC) N27/78
805195	1Ed. 5/20/78 LAST NM 27/78 Add	Danger circles "Obstr (Fish haven)"	(4(49)89 Inchon) N18/89 36°10′33″N 129°25′40″E 36°10′31″N 129°25′40″E 36°09′15″N 129°25′55″E
★805647	2Ed. 8/4/90	NEW EDITION	(DMAHTC) N39/90
805647	2Ed. 8/4/90 LAST NM 39/90 Add	Buoy "CO" Y, Fl Y 4s (Priv maintd) with legend "FAD"	(MCNM1012/90) N21/91 21°33.1′N 158°26.9′W
★805980	4Ed. 9/15/90 Change	NEW EDITION Light to Fl WR 6s 28m 6/4M	(DMAHTC; MCNM1000/90) N44/90 20°43′57″N 156°57′52″W
806927	6Ed. 8/10/85	NEW EDITION	(DMAHTC) N46/85
★806927	6Ed. 8/10/85 LAST NM 46/85 Change	Color of buoys, each to green, "3" "5" "7"	(23/86 CG7) N37/86 28°10′05″N 65°29′53″W 18°09′58″N 65°31′02″W 18°09′42″N 65°33′19″W
806927	6Ed. 8/10/85 LAST NM 37/86 Change	Color of buoy "3" to green (See N37/86-806927)	(23/86 CG7) N43/86 18°10′05″N 65°29′53″W
806927	6Ed. 8/10/85 LAST NM 43/86 Change	Color of buoy "9" to green	(40/87 CG7) N48/87 18°11′29″N 65°34′53″W
806927	6Ed. 8/10/85 LAST NM 48/87 Change	Color of buoy "1" to green	(7/88 CG7) N12/88 18°13′24″N 65°28′11″W
806927	6Ed. 8/10/85 LAST NM 12/88 Change	Color of buoy "7" to green	(4/89 CG7) N9/89 18°13′31″N 65°33′42″W
806927	6Ed. 8/10/85 LAST NM 9/89 Change	Color of buoys, each to green "3" "5"	(3/87, 18/89 CG7) N23/89 18°17′24″N 65°34′45″W 18°16′11″N 65°34′04″W
806927	6Ed. 8/10/85 LAST NM 23/89 Change	Color of buoy "1" to green	(19/89 CG7) N25/89 18°04′52″N 65°29′08″W
806927	6Ed. 8/10/85 LAST NM 25/89 Change	Height of light to 7m	(23/89 CG7) N30/89 18°14′00″N 65°31′13″W
★807370	3Ed. 9/22/90 Change	NEW EDITION Light to Fl WR 6s 24m 8/6M Magnetic variations 11°29′ to 10°55′W 11°34′ to 11°00′W 11°22′ to 10°48′W	(DMAHTC; MCNM1000/90) N44/90 18°14′56″N 65°34′35″W 18°16′34″N 65°26′00″W 18°05′45″N 65°13′26″W 18°01′57″N 65°32′29″W
★807448	2Ed. 1/12/91	NEW EDITION	(DMAHTC) N17/91

★807861	2Ed. 4/17/76	NEW EDITION	(DMAHC) N32/76
807861	2Ed. 4/17/76 LAST	NM 32/76	(37(33)77 Brest) N42/77
	Relocate	Buoy (41°32′46″N 9°23′52″E) to	41°32′48″N 9°24′00″E
		and change to red over white, topmark 2 cones bases together, Fl R Ra Ref	
807861	2Ed. 4/17/76 LAST	NM 42/77	(38(20)77 Brest) N43/77
	Add	Wreck	41°43′00″N 9°27′00″E
807861	2Ed. 4/17/76 LAST	NM 43/77	(41(38)77 Brest) N52/77
	Add	Position circle "TV TR"	41°44′17″N 9°23′15″E
807861	2Ed. 4/17/76 LAST	NM 52/77	(49(34)77 Brest) N5/78
	Delete	Buoys "4"	41°25′48″N 9°14′57″E
		"6"	41°25′20″N 9°14′06″E
807861	2Ed. 4/17/76 LAST	NM 5/78	(11(31, 32)78 Brest) N20/78
	Change	Light to Gp Fl (3) 12sec 39ft 9M	41°36′53″N 9°22′15″E
		Buoy to black, cone topmark point up, Occ G	41°36′35″N 9°19′08″E
807861	2Ed. 4/17/76 LAST	NM 20/78	(18(21, Sec. 2.4)78 Brest) N24/78
	Delete	Buoy	41°30′33″N 9°23′07″E
	Add	Buoy, red with white band, double cone topmark points downward, Gp Occ (2) 6sec R Ref	41°30′29″N 9°23′34″E
807861	2Ed. 4/17/76 LAST	NM 24/78	(25(43)78 Brest) N35/78
	Add	Note from back of Section I under title block	
		Legend "SEE NOTE"	41°38′00″N 9°31′00″E
		Position circle "Tower"	41°36′07″N 9°22′15″E
		Purple dashed lines (channel limit) between	41°36′53″N 9°22′15″E
			41°39′13″N 9°32′30″E
		between	41°36′07″N 9°22′15″E
			41°37′17″N 9°22′15″E
807861	2Ed. 4/17/76 LAST	NM 35/78	(4(39)79 Brest) N13/79
	Add	Stranded wreck	41°37′04″N 9°22′15″E
807861	2Ed. 4/17/76 LAST	NM 13/79	(10(27)79 Brest) N17/79
	Add	Buoy, black and white bands, Fl	41°22′26″N 9°15′09″E
807861	2Ed. 4/17/76 LAST	NM 17/79	(12(34)79 Brest; Fr CH 4126) N19/79
	Delete	Legend "Tower"	41°36′56″N 9°22′25″E
		Note: Position circle remains	
	Relocate	Light close S to	41°36′51″N 9°22′16″E
	Add	Depths 4 fathoms 1 foot in	41°37′49″N 9°22′19″E
		8 fathoms 1 foot	41°36′36″N 9°22′11″E
		1 fathom 4 feet	41°36′12″N 9°18′21″E
		1 fathom 5 feet	41°36′12″N 9°18′04″E
		1 fathom 4 feet	41°36′00″N 9°17′59″E
807861	2Ed. 4/17/76 LAST	NM 19/79	(15(50), 16(41)79 Brest) N24/79
	Add	Depth 11 fathoms	41°20′17″N 9°18′19″E
		Buoy, black and white bands, Gp Fl Ra Ref	41°22′24″N 9°17′52″E
807861	2Ed. 4/17/76 LAST	NM 24/79	(27(33)79 Brest) N35/79
	Substitute	Depth 10 fathoms 4 feet for 11 fathoms (See N24/79-807861)	41°20′17″N 9°18′19″E
	Add	Depths 10 fathoms 3 feet in	41°20′29″N 9°18′09″E
		16 fathoms 2 feet	41°20′20″N 9°18′31″E
807861	2Ed. 4/17/76 LAST	NM 35/79	(NVS6053/80) N14/80
	Add	Note from back of Section I in right center margin of chart	
807861	2Ed. 4/17/76 LAST	NM 14/80	(8(40)80 Brest) N18/80
	Add	Legend "Destr" to tower	41°36′03″N 9°22′16″E

807861	2Ed. 4/17/76 LAST NM 18/80		(26(52)80 Brest) N38/80
	Substitute	Starboard buoy: pillar, G, cone topmark, Occ G 4s, for buoy	41°36′33″N 9°19′10″E
807861	2Ed. 4/17/76 LAST NM 38/80		(31(32)80 Brest) N39/80
	Change	Light to Gp Fl G(3) 12sec 39ft 9M	41°36′51″N 9°22′16″E
807861	2Ed. 4/17/76 LAST NM 39/80		(40(55)80 Brest; Fr CH 3937) N46/80
	Substitute	W. Cardinal buoy: pillar, YBY, double cone topmark points together, V Qk Fl(9) 10s	41°22′26″N 9°15′09″E
	Add	Submarine cable joining	41°20′00″N 9°20′13″E 41°20′25″N 9°21′09″E 41°20′41″N 9°23′38″E 41°21′37″N 9°26′07″E 41°23′32″N 9°32′30″E
807861	2Ed. 4/17/76 LAST NM 46/80		(Fr LL) N21/81
	Substitute	W. Cardinal buoy: pillar, YBY, double cone topmark points together, Q(9) 15s, for buoy	41°22′24″N 9°17′52″E
	Add	Light Q(3) 10s 59ft 11M, Racon	41°21′58″N 9°18′57″E
807861	2Ed. 4/17/76 LAST NM 21/81		(22(26)81 Brest) N30/81
	Substitute	Note from back of Section I for note in right upper margin of chart under title information	
807861	2Ed. 4/17/76 LAST NM 30/81		(25(31)81 Brest) N32/81
	Delete	Legend "Destr" from tower	41°36′03″N 9°22′16″E
	Change	Bn to isolated danger beacon: BRB	41°21′53″N 9°12′48″E
807861	2Ed. 4/17/76 LAST NM 32/81		(30(31)81 Brest) N40/81
	Delete	Tower Bn (See N32/81-807861)	41°36′03″N 9°22′16″E 41°21′53″N 9°12′48″E
807861	2Ed. 4/17/76 LAST NM 40/81		(35(41)84 Brest) N48/84
	Delete	Buoy	41°22′26″N 9°15′09″E
807861	2Ed. 4/17/76 LAST NM 48/84		(45(21)86 Brest) N1/87
	Change	Characteristic of buoy to VQ(9) 10s	41°22′24″N 9°17′52″E
807861	2Ed. 4/17/76 LAST NM 1/87		(48(36)86 Brest) N5/87
	Change	Light to Oc(2) WRG 6s 92ft 15 11M R Bn	41°20.1′N 9°15.6′E
807861	2Ed. 4/17/76 LAST NM 5/87		(52(21)86 Brest) N10/87
	Change	Characteristic of buoy to Fl(4) G	41°36.6′N 9°19.2′E
807861	2Ed. 4/17/76 LAST NM 10/87		(Fr CH 6929; 21(16)88 Brest) N30/88
	Relocate	Buoy close SSE to and change to BYB, pillar, double cone topmark bases together, Q(3) 10s	41°32′42″N 9°24′03″E
★808236	3Ed. 2/22/86	NEW EDITION	(DMAHTC) N19/86
★808365	2Ed. 11/18/75	NEW EDITION	(DMAHC) N4/76
808365	2Ed. 11/18/75 LAST NM 4/76		(NVS3831/78; 13(417)78 Cadiz) N45/78
	Add	Dashed line (breakwater) with legend "Under construction" joining	36°58′08″N 1°53′57″W 36°58′06″N 1°53′41″W 36°57′58″N 1°53′39″W
		Buoy (wavemeter)	36°58′24″N 1°53′36″W
808365	2Ed. 11/18/75 LAST NM 45/78		(NVS3896/79) N9/79
	Add	Note from back of Section I in upper right margin of chart	

808365	2Ed. 11/18/75 LAST NM 9/79		(45(1402)79 Cadiz) N12/80
	•Substitute	Solid line (breakwater) for dashed line joining	36°58′08″N 1°53′57″W 36°58′06″N 1°53′41″W 36°57′58″N 1°53′39″W
808365	2Ed. 11/18/75 LAST NM 12/80		(48(1961)83, 17(669)84 Cadiz; BA LL) N37/84
	Delete	Solid line (breakwater) in vicinity	36°58.1′N 1°53.7′W
	Change	Buoy to special buoy: Y, spherical, Fl(5) Y 20s	36°58′24″N 1°53′36″W
		Light to Mo(NS) 30s 222m 31M	36°56′34″N 1°54′16″W
	Add	Double solid lines with land tint (breakwater) joining	36°58′50″N 1°54′00″W 36°58′49″N 1°53′43″W 36°58′36″N 1°53′32″W 36°58′30″N 1°53′32″W
		joining	36°58′09″N 1°53′57″W 36°58′08″N 1°53′41″W 36°57′53″N 1°53′36″W
		Lights Fl G 10s 6M Fl(3) 16s 3M Fl(2) G 10s 6M	36°58′30″N 1°53′32″W 36°58′08″N 1°53′41″W 36°57′53″N 1°53′36″W
		Legend "P. de Carbonera"	36°58′15″N 1°53′08″W
808365	2Ed. 11/18/75 LAST NM 37/84		(Spn LL) N34/86
	Change	Light to Fl(4) + L Fl 30s 222m 18M	36°56.5′N 1°54.3′W
808365	2Ed. 11/18/75 LAST NM 34/86		(Spn LL) N15/87
	Change	Light to Fl(4) 20s 222m 23M (Supersedes N34/86-808365)	36°56.5′N 1°54.3′W
★**808528**	1Ed. 7/21/90	NEW CHART	(DMAHTC) N36/90
★**808568**	1Ed. 8/27/77	NEW CHART	(DMAHC) N48/77
808568	1Ed. 8/27/77 LAST NM 48/77		(1(10)78 Genova) N9/78
	Change	Visibility (range) of light (Gp Fl) to 34M	40°39′25″N 17°58′08″E
808568	1Ed. 8/27/77 LAST NM 9/78		(50(2)78 Genova) N6/79
	Add	Wreck (PA)	40°41.0′N 17°58.3′E
808568	1Ed. 8/27/77 LAST NM 6/79		(25(20)81 Genova) N7/82
	Change	Buoy to black yellow black bands, nun, Fl 3sec	40°39.8′N 18°02.4′E
808568	1Ed. 8/27/77 LAST NM 7/82		(1(26), 3(2)82 Genova; NVS6577/82) N22/82
	Change	Buoy to BRB, Fl R 5s	40°39′05″N 17°58′39″E
	Add	Note in right upper margin of chart "CHANGES IN BUOYAGE Certain buoys, lights and beacons within the area of this chart will be affected by the implementation of the conversion to IALA Maritime Buoyage System in Region A. For further explanation, see annual NM 1(6) and Chart No. 1."	
		"Work in progress" area bound by shore and dashed line joining	40°38′45″N 17°58′05″E 40°38′58″N 17°58′00″E 40°38′59″N 17°57′55″E 40°38′48″N 17°57′54″E
808568	1Ed. 8/27/77 LAST NM 22/82		(11(23)82 Genova) N36/82
	Change	Visibility (range) of light to 17M	40°39′25″N 17°58′08″E
808568	1Ed. 8/27/77 LAST NM 36/82		(3(9)83 Genova) N28/83
	Delete	Light	40°39′25″N 17°58′09″E
	Change	Light to Fl(2) WG 6s 13m 12/10M	40°39′44″N 17°58′15″E

808568	1Ed. 8/27/77 LAST NM 28/83		(22(41)83 Genova; DMAHTC) N15/84
	Change	Buoy to isolated danger buoy: BRB, double ball topmark, Fl(2) 5s	40°39.1′N 17°58.6′E
	Add	Legend "(Correct through NM 35/77)" in lower left margin of chart	
808568	1Ed. 8/27/77 LAST NM 15/84		(22(6)84 Genova) N17/85
	Change	Light to Fl(2) G 6s 13m 7M	40°39′44″N 17°58′15″E
808568	1Ed. 8/27/77 LAST NM 17/85		(19(15), 25(6)84 Genova) N25/85
	Add	Light FR, Fl(4) 20s 96m 17M at monument	40°38′46″N 17°56′51″E
808568	1Ed. 8/27/77 LAST NM 25/85		(13(3)85 Genova) N34/85
	Add	Legend "Work in progress (1985)"	40°39′47″N 17°58′40″E
808568	1Ed. 8/27/77 LAST NM 34/85		(4(21)86 Genova) N17/86
	Delete	Light	40°39′44″N 17°58′15″E
808568	1Ed. 8/27/77 LAST NM 17/86		(7(8, 36)86 Genova) N25/86
	Substitute	Light (articulated) Q(3) 10s 5M for buoy	40°39.8′N 18°02.4′E
808568	1Ed. 8/27/77 LAST NM 25/86		(8(5)86 Genova) N28/86
	Add	Buoys BY, pillar, double cone topmark points upward, Q	40°39′57″N 17°58′54″E
		G, conical, cone topmark, Fl(2) G 10s	40°39′51″N 17°59′21″E
808568	1Ed. 8/27/77 LAST NM 28/86		(4(6(87 Genova) N16/87
	Relocate	Buoy close E to (See N28/86-808568)	40°39′51″N 17°59′52″E
	Change	Legend to "Work in progress (1987)"	40°39′47″N 17°58′40″E
	Add	Buoy BY, pillar, double cone topmark points upward, Q	40°39′58″N 17°59′24″E
808568	1Ed. 8/27/77 LAST NM 16/87		(10(4)88 Genova) N30/88
	Substitute	Beacon BRB, double ball topmark, Fl(2) 6s 5M Ra Ref for buoy	40°39.1′N 17°58.6′E
★808916	2Ed. 3/25/78	NEW EDITION	(DMAHC) N19/78
★809055	7Ed. 10/22/83	NEW EDITION	(DMAHTC; 48/83 CG11; NVS7186/84; USCG LL) N11/84
	Change	Characteristic of buoy "2" to Fl R 2½s (Previously published 46/83)	33°12.1′N 117°24.5′W
		Color of buoys to white and orange bands	33°12′32″N 117°24′45″W 33°12′46″N 117°24′52″W 33°21′44″N 117°33′50″W 33°21′50″N 117°33′47″W 33°20′18″N 117°37′01″W 33°22′29″N 117°36′03″W 33°23′00″N 117°36′22″W 33°23′30″N 117°36′38″W 33°25′42″N 117°37′46″W 33°26′05″N 117°41′35″W 33°26′08″N 117°41′55″W
		Color of buoys to orange	33°12′36″N 117°24′46″W 33°12′44″N 117°24′48″W
	Add	Light "4" Fl R 4s 9M HORN	33°12′20″N 117°23′57″W
		WHIS to buoy"2"	33°27′17″N 117°43′15″W
		Legend "(Priv maintd)" to buoy "2C"	33°08′02″N 117°21′20″W
		Light symbol	33°23′18″N 117°35′42″W
		Double solid line (breakwater) between	33°12′20″N 117°23′57″W 33°12′25″N 117°23′55″W
809055	7Ed. 10/22/83 LAST NM 11/84		(3/84 CG11) N23/84
	Delete	HORN from light	33°12′24″N 117°23′54″W

809055	7Ed. 10/22/83 LAST NM 23/84		(7/85 CG11) N11/85
	Change	Visibility (range) of light to 9M	33°27′16″N 117°41′26″W
809055	7Ed. 10/22/83 LAST NM 11/85		(14/85 CG11) N16/85
	Change	Characteristic of buoy "SO" to Fl R 4s and designation to "2SO"	33°20′55″N 117°34′13″W
809055	7Ed. 10/22/83 LAST NM 16/85		(25/85 CG11) N28/85
	Add	Period of buoy "2C" to 4s	33°07.9′N 117°21.4′W
809055	7Ed. 10/22/83 LAST NM 28/85		(3/86 CG11) N6/86
	Change	Color of buoy to yellow	33°20.3′N 117°37.1′W
809055	7Ed. 10/22/83 LAST NM 6/86		(USCG LL) N37/88
	Change	Characteristic of light "4" to Fl R 5s and visibility (range) to 14M	33°12′20″N 117°23′57″W
809055	7Ed. 10/22/83 LAST NM 37/88		(MCNM1085/89; 38/89 CG11) N42/89
	Delete	Buoy "2SO"	33°20′54″N 117°34′13″W
	Change	Latitude designation 30°20′ to 33°20′ in right center margin of chart	

★809278	1Ed. 9/29/84	NEW CHART	(DMAHTC) N8/85

★809310	8Ed. 12/26/87	NEW EDITION	(DMAHTC) N29/88
809310	8Ed. 12/26/87 LAST NM 29/88		(38/90 CG5) N42/90
	Delete	Light	34°31′33″N 77°20′35″W

★809559	2Ed. 10/17/87	NEW EDITION	(DMAHTC) N5/88

★809679	2Ed. 2/22/86	NEW EDITION	(DMAHTC; 15/86 CG11; USCG LL) N19/86
	Delete	Light "1"	32°45′30″N 117°15′33″W
	Change	Characteristic of light "B" to Fl 4s	32°41′11″N 117°13′55″W
		buoy "6" to Fl R 4s	32°39′10″N 117°13′25″W
809679	2Ed. 2/22/86 LAST NM 19/86		(18/86 CG11) N21/86
	Relocate	Buoy "10" close E to	32°40′25.5″N 117°13′36.2″W
809679	2Ed. 2/22/86 LAST NM 21/86		(19/86 CG11) N22/86
	Add	Buoy "1", G, Fl G 4s BELL	32°45′28″N 117°15′45″W
809679	2Ed. 2/22/86 LAST NM 22/86		(11, 12/87 CG11) N18/87
	Add	R Bn 317 kHz -- -•••	32°45′31″N 117°15′22″W
809679	2Ed. 2/22/86 LAST NM 18/87		(22/88 CG11) N28/88
	Delete	Light (Navy maintd)	32°46′20″N 117°16′03″W
	Add	Obstruction (covered 9.1 meters)	32°46′21″N 117°16′04″W
809679	2Ed. 2/22/86 LAST NM 28/88		(26/88 CG11) N32/88
	Add	Stranded wreck marked by buoy, white and orange bands, Q	32°41′11.5″N 117°13′35.2″W
809679	2Ed. 2/22/86 LAST NM 32/88		(36/88 CG11) N41/88
	Relocate	Buoy (32°44.8′N 117°22.2′W) to	32°44.0′N 117°20.7′W
809679	2Ed. 2/22/86 LAST NM 41/88		(38/88 CG11) N42/88
	Change	Color of buoy "5" to green	32°39′08″N 117°13′40″W
809679	2Ed. 2/22/86 LAST NM 42/88		(37/88 CG11) N44/88
	Change	Color of buoy "3" to green	32°38′13″N 117°14′10″W
809679	2Ed. 2/22/86 LAST NM 44/88		(50/88 CG11) N1/89
	Delete	Wreck and buoy (Supersedes N32/88-809679)	32°41′12″N 117°13′35″W
809679	2Ed. 2/22/86 LAST NM 1/89		(47/89 CG11) N51/89
	Add	Buoy (mooring) "TG-1"	32°38′58″N 117°10′44″W

809679 2Ed. 2/22/86 LAST NM 51/89 (7/90 CG11) N14/90
Add Danger circles
"Subm buoy (covered 4fms)"
32°41'10.4"N 117°16'10.3"W
32°41'09.2"N 117°16'49.9"W
32°40'44.0"N 117°17'33.7"W
32°40'36.2"N 117°18'33.7"W
32°40'18.2"N 117°19'29.5"W
32°41'54.8"N 117°17'04.3"W
32°41'27.8"N 117°18'43.9"W

809679 2Ed. 2/22/86 LAST NM 14/90 (12/91 CG11) N16/91
Add Buoys, each R "8A" 32°39'56"N 117°13'26"W
"10A" 32°40'26"N 117°13'32"W
"12A" 32°40'57"N 117°13'38"W

★809780 1Ed. 7/23/77 NEW CHART (DMAHC) N37/77

809780 1Ed. 7/23/77 LAST NM 37/77 (NVS6053/80) N14/80
Add Note from back of Section I in lower left margin of chart

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★809789 1Ed. 3/10/90 NEW CHART (DMAHTC, MCNM1016/90) N15/90
Add Legend "INADEQUATELY SURVEYED (see Caution)" 30°55.0'N 29°08.0'E
30°58.0'N 29°16.0'E
30°58.0'N 29°27.0'E

Caution note in upper right margin of chart

"CAUTION

The area covered by this chart has not been adequately surveyed. Mariners are warned that uncharted dangers may exist and the positions of charted dangers may be in error."

Chart 1 (Page 5 - Lines 5-9) NM 4/91

Landmarks-A conspicuous feature on a building may be shown by a landmark symbol with a descriptive label (Sections E1 and E2). Prominent buildings that are of assistance to the mariner may be shown by actual shape as viewed from above (Sections D5, D6, E34.1, E34.2 and E34.3). Legends associated with landmarks, when shown in capital letters, indicate conspicuous; the landmark may also be labeled "CONSPI" or "CONSPICUOUS."

HART 11 (INT 11) NM 51/89

INDEX TO NEXT LARGER SCALE CHARTS

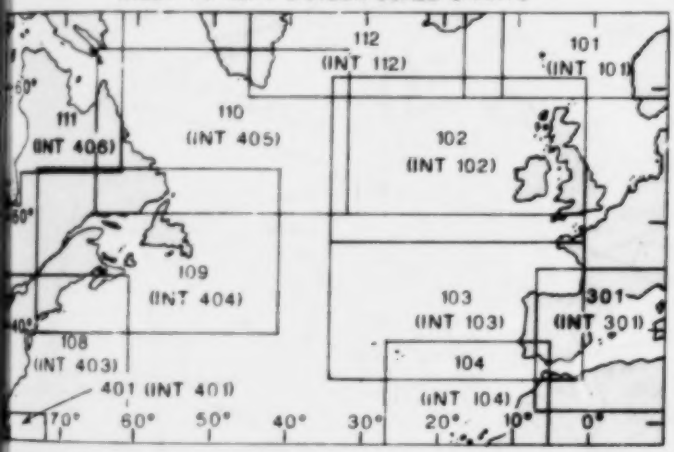


Chart 51 NM 7/84

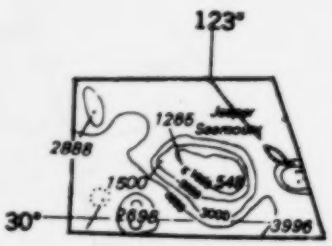
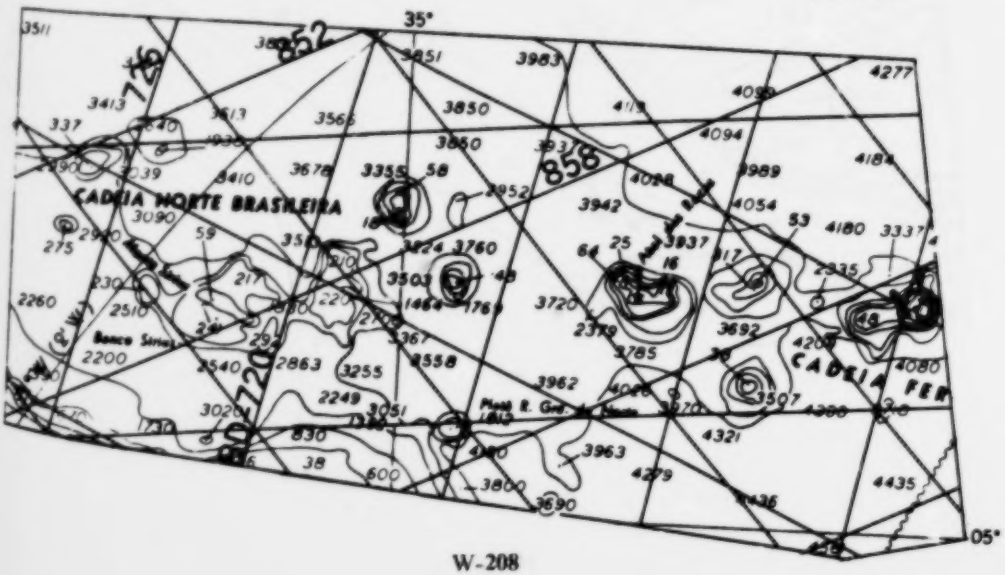
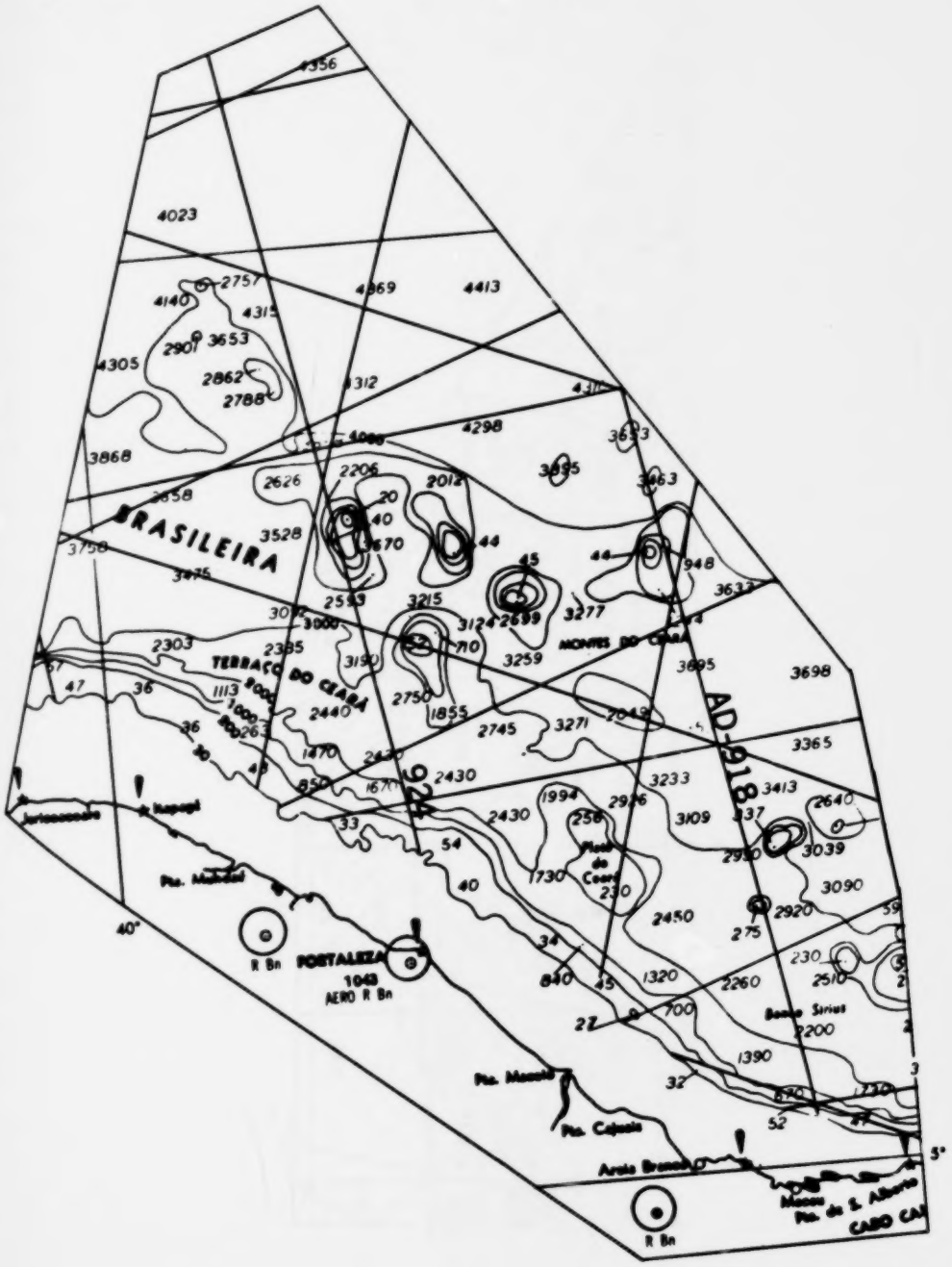
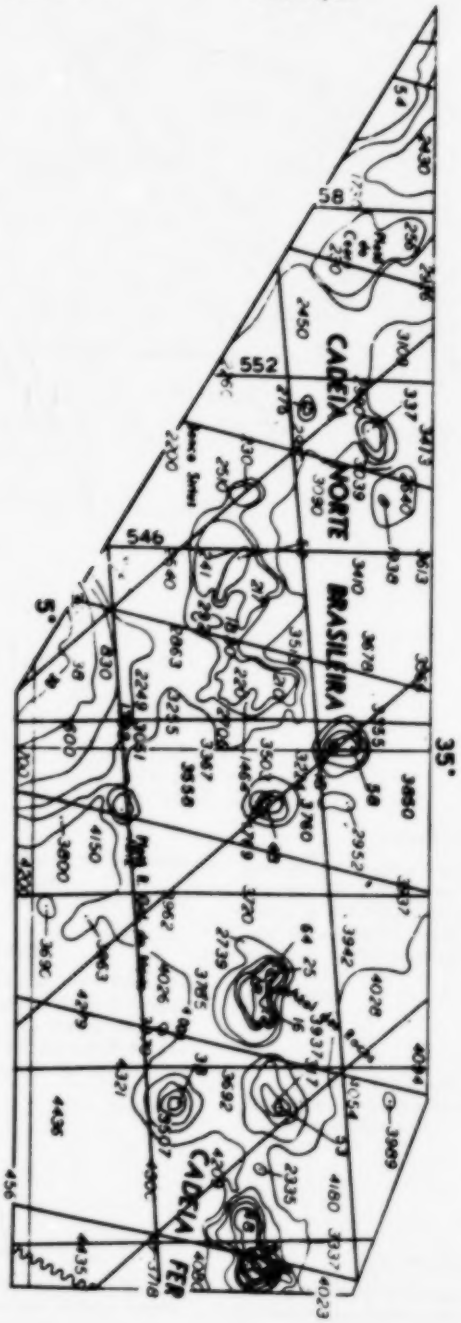


Chart 106 NM 44/85



WORLD WIDE CHARTS

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CADEIA FER
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35°
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552
546

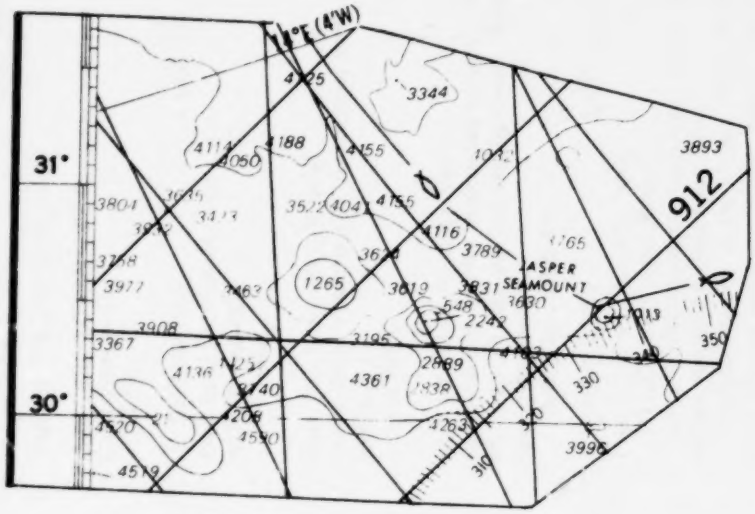


Chart 7684

NM 42/76

NOTE

Submerged submarines operating with or without escorting vessels may be encountered within the area of this chart.

Chart 804037

NM N51/77

CHANGES IN BUOYAGE

After April 1980 certain buoys, lights and beacons within the limits of this chart will be affected by the implementation of Stage 4 of the conversion to IALA Maritime Buoyage System "A"—The Combined Cardinal and Lateral System (red to port)—in Europe and Mediterranean Africa. For further explanation, see Annual NM 1(6) 1980 and NM 10/80 Section III.

Chart 804037

NM N14/80

CHANGES IN BUOYAGE

After April 1980 certain buoys, lights and beacons within the limits of this chart will be affected by the implementation of Stage 4 of the conversion to IALA Maritime Buoyage System "A"—The Combined Cardinal and Lateral System (red to port)—in Europe and Mediterranean Africa. For further explanation, see Annual NM 1(6) 1980 and NM 10/80 Section III.

Chart 807861

NM N14/80

NOTE

Channel is obligatory for tankers transporting hydrocarbons and vessels carrying dangerous cargoes.

Chart 807861

NM N30/81

CHANGES IN BUOYAGE

After 1 April 1979 certain buoys, lights and beacons within the area of this chart will be affected by the implementation of Stage 3 of the conversion to IALA Maritime Buoyage System "A"-The Combined Cardinal and Lateral System (red to port)- in Europe and Mediterranean Africa. For further explanation, see NM 85/1979 and Annual NM 1(6)1979.

Chart 808365

NM N9/79

CHANGES IN BUOYAGE

After April 1980 certain buoys, lights and beacons within the limits of this chart will be affected by the implementation of Stage 4 of the conversion to IALA Maritime Buoyage System "A"—The Combined Cardinal and Lateral System (red to port)—in Europe and Mediterranean Africa. For further explanation, see Annual NM 1(6) 1980 and NM 10/80 Section III.

Chart 809780

NM N14/80

COAST PILOT 1 25th Ed 1989 NEW EDITION
(NOS) 46/89

COAST PILOT 1 25th Ed 1989 LAST NM 46/89

Page 17–Lines 52–53/L; read:
Avoidance of collision with offshore light stations and large navigational buoys. . .
(CP 1-17/89) 1/90

Page 17–Line 63/L; read:
Experience shows that offshore light. . .
(CP 1-17/89) 1/90

Page 17–Lines 67/L–1/R; read:
approaching fixed offshore light structures and large navigational buoys (LNB) on radio bearings, the risk of collision . . .
(CP 1-17/89) 1/90

Page 17–Line 4/R; read:
It should be borne in mind that most . . .
(CP 1-17/89) 1/90

Page 17–Lines 11–30/R; read:
pass close aboard.
(CP 1-17/89) 1/90

Page 22–Lines 39–42/L; read:
vessel of the fact.
(CP 1-17/89) 1/90

COAST PILOT 1 25th Ed 1989 LAST NM 1/90

Page 18–Line 29/R; read:
especially for maritime services are more reliable.
(also insert after: EPIRB table from back of Coast Pilots section).
(CP 1-8/89) 5/90

COAST PILOT 1 25th Ed 1989 LAST NM 5/90

Page 18–Lines 37-61/R; read:

(insert after: LORAN - C information from back of Coast Pilots section).
(LL/90) 21/90

COAST PILOT 1 25th Ed 1989 LAST NM 21/90

Page 6–Lines 30-40/R; read:
weather warning.
(1-1/89) 33/90

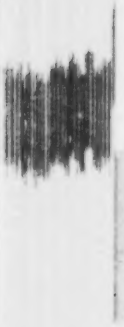
Page 140–Lines 35-37/R; read:
entire town waterfront in the eastern part of the harbor.
(NOS/90) 33/90

Page 146–Lines 60-61/L; read:
easily avoided, and the western has minimum depths of 19 to 29 feet on the sailing lines. Both are used, but vessels . . .
(6/88 CG1; NOS/89) 33/90

COAST PILOT 1 25th Ed 1989 LAST NM 33/90

Page 34–Lines 65/L-6/R; read:
§117.531 Piscataqua River
(a) The following requirements apply to all bridges across the Piscataqua River:
(1) Public vessels of the United States, state and local vessels used for public safety, vessels in distress, commercial vessels over 100 gross tons, inbound ferry service vessels and inbound commercial fishing vessels shall be passed through the draws of each bridge as soon as possible without delay at any time. The opening signal from these

(continued on next page)



vessels is four or more short blasts of a whistle, horn or a radio request.

(2) The owners of these bridges shall provide and keep in good legible condition clearance gauges for each draw with figures not less than 18 inches high designed, installed and maintained according to the provisions of §188.160 of this chapter.

(3) Trains and locomotives shall be controlled so that any delay in opening the draw shall not exceed five minutes. However, if a train moving toward the bridge has crossed the home signal for the bridge before the signal requesting opening of the bridge is given, that train may continue across the bridge and must clear the bridge interlocks before stopping.

(4) Except as provided in paragraphs (b) through (c) of this section the draws shall open on signal.

(b) The draw of the Memorial (US 1) bridge, mile 3.5, shall open on signal; except that from 15 May through 31 October, from 7 a.m. to 7 p.m., the draw need be opened only on the hour and half hour for recreational vessels and commercial vessels less than 100 gross tons except as provided in (a) (1).

(c) The draw of the Sarah M. Long (Route 1 Bypass) bridge, mile 4.0, shall open as follows:

(1) The main ship channel draw shall open on signal; except that from 15 May through 31 October, from 7 a.m. to 7 p.m., the draw need be opened only at quarter of and quarter after the hour for recreational vessels and commercial vessels less than 100 gross tons except as provided in (a) (1).

(2) The secondary recreation draw shall be left in the fully open position from 15 May through 31 October except for the crossing of a train in accordance with (a) (3) above.

(FR 4/10/90) 47/90

Page 36–Line 5/R; read:
bridge descriptions in chapters 4 through 12.

§117.700 Piscataqua River

(a) The following requirements apply to all bridges across the Piscataqua River:

(1) Public vessels of the United States, state and local vessels used for public safety, vessels in distress, commercial vessels over 100 gross tons, inbound ferry service vessels and inbound commercial fishing vessels shall be passed through the draws of each bridge as soon as possible without delay at any time. The opening signal from these vessels is four or more short blasts of a whistle, horn or a radio request.

(2) The owners of these bridges shall provide and keep in good legible condition clearance gauges for each draw with figures not less than 18 inches high designed, installed and maintained according to the provisions of §188.160 of this chapter.

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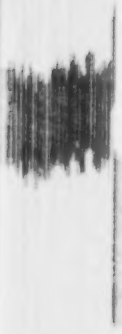


(2) The secondary recreation draw shall be left in the fully open position from 15 May through 31 October except for the crossing of a train in accordance with (a) (3) above.

(FR 4/10/90) 47/90

Page 40–Line 22/R; read:
Great Lakes and their connecting and tributary waters.

§164.15 Navigation bridge visibility.

(a) The arrangement of cargo, cargo gear, and trim of all vessels entering or departing from U.S. ports must be such that the field of vision from the navigation bridge conforms as closely as possible to the following requirements:

(1) From the conning position, the view of the sea surface must not be obscured by more than the lesser of two ship lengths or 500 meters (1640 feet) from dead ahead to 10 degrees on either side of the vessel. Within this arc of visibility any blind sector caused by cargo, cargo gear, or other permanent obstruction must not exceed 5 degrees.

(2) From the conning position, the horizontal field of vision must extend over an arc from at least 22.5 degrees abaft the beam on one side of the vessel, through dead ahead, to at least 22.5 degrees abaft the beam on the other side of the vessel. Blind sectors forward of the beam caused by cargo, cargo gear, or other permanent obstruction must not exceed 10 degrees each, nor total more than 20 degrees, including any blind sector within the arc of visibility described in paragraph (a) (1) of this section.

(3) From each bridge wing, the field of vision must extend over an arc from at least 45 degrees on the opposite bow, through dead ahead, to at least dead astern.

(4) From the main steering position, the field of vision must extend over an arc from dead ahead to at least 60 degrees on either side of the vessel.

(b) A clear view must be provided through at least two front windows at all times regardless of weather conditions.

(FR 8/8/90) 47/90

COAST PILOT 1 25th Ed 1989 LAST NM 47/90

Page 123–Line 59/L; read:
Islesboro Island. The ferry terminals are marked by private lights. A public float landing, with 3 feet reported . . .

(1/90 CG1; LL/90) 50/90

Page 175–Lines 18-19/R; read:
has a marina. Reported depths are 15 feet in the approach and 12 feet alongside. Berths with electricity, gasoline, diesel fuel, water, ice, marine supplies and pumpout facilities are available. Hull and engine repairs can be made. The marina monitors VHF-FM channels 16, 68, and 71. A charter fishing boat operates from the marina in summer.

(CP 1-175/90; WWG 90) 50/90

Page 175–Lines 27-29/R; read:
Harbor. In February 1989, the midchannel controlling depths in the dredged section were 4 feet to the junction with Sagamore Creek channel, thence 3 feet northward to . . .

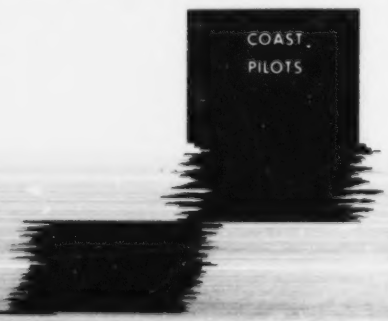
(BPs 140662-64; 33/90 CG1) 50/90

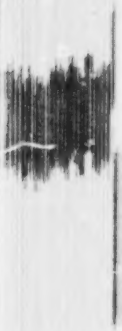
Page 175-Lines 52-55/R; read:
above the entrance. In February 1989, the controlling depths were 4 feet in the dredged channel and 4 1/2 feet in the basin, except for depths of 3 1/2 feet along the northern edge of the basin. The creek has considerable small-craft . . .

(BPs 140662-63; 33/90 CG1) 50/90

Page 180–Lines 34-35/R; read:
the pier at Seabrook. In March-April 1989, the midchannel controlling depth was 3 feet to the bridge, thence in . . .

(BP 139782; 10/90 CG1; CL 213/90) 50/90





Page 181—Lines 35-36/R; read:
at the entrance. In March 1989, the controlling depth was 8 1/2 feet in the bar channel, . . .
(BP 139531; 12/90 CG1) 50/90

Page 187—Lines 55-56/R; read:
A fog signal is at the light. A lighted whistle buoy is 2.5 miles eastward of the light. The northerly tower is marked by a private . . .
(13/90 CG1; LL/90) 50/90

Page 212—Lines 19-21/L; read:
the visible dangers off the entrance to Cohasset Harbor.
(36/89 CG1) 50/90

Page 215—Lines 27-28/L; read:
numerous flats. Caution and local knowledge . . .
(30/89 CG1) 50/90

COAST PILOT 1 25th Ed 1989 Last NM 50/90

Page 85—Lines 31-33/R; read:
The unmarked channel into Corea Harbor leads to the westward ...
(41/90 CG1) 10/91

Page 112—Line 29/R; read:
entrance to East Penobscot Bay. A fog signal is at the light. There is broken ground ...
(LL/90; 34/88 CG1) 10/91

Page 116—Lines 50-52/L; read:
the ledge marked by Wreck Point Light 5 and a rock covered 2 feet, about 200 feet northeastward of the light. Great care is required in passing this point.
(34/90 CG1) 10/91

Page 116—Line 4/R; read:
68°50.7'W.), 24 feet above the water and shown from an ...
(LL/90; 27/89 CG1) 10/91

Page 119—Lines 37-38/R; read:
Sprucehead Island Ledge Buoy 4 in about 43°59'37"N., 69°07'31"W. A dangerous ledge extends about 100 yards ...
(41/90 CG1) 10/91

Page 119—Line 41/R; read:
part of the harbor. A rock with a prominent black bullseye painted in the center, is on the east end of Sprucehead Island.
(CL 1320/70; CP 1-119/90) 10/91

Page 119—Lines 57-58/R; read:
danger on the south side of the entrance. A buoy marks the east side of the ledge. **Long Ledge**, 0.2 to ...
(41/90 CG1) 10/91

Page 129—Lines 39-40/L; read:
1982, shoaling was reported in about the center of the cove.
(41/90 CG1) 10/91

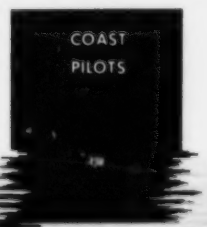
Page 168—Lines 36-39/R; read:
Kennebunkport, about 1 mile above the jetties. In March-April 1990, the midchannel controlling depth was 3 feet to the upstream limit of the project.
(BPs 140660-61) 10/91

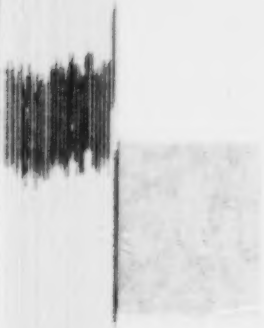
Page 197—Line 37/L; read:
marked by a buoy, select temporary anchorage off ...
(21/89 CG1) 10/91

Page 209—Lines 67-68/L; read:
Squantum is on the west side of Quincy Bay. Several lighted radio towers in ...
(CL 700/88; CP 1-203A; CP 1-210/91) 10/91

Page 209—Lines 21-22/R; read:
feet high and mostly settled. **Nut Island**, marked by a power...
(CP 1-210/91) 10/91

Page 210—Lines 8-10/R; read:
depths.)
(CP 1-210/91) 10/91





Page 26—Line 14/R; read:
waters.

(c) Geographic coordinates expressed in terms of latitude or longitude, or both, are not intended for plotting on maps or charts whose referenced horizontal datum is the North American Datum of 1983 (NAD 83), unless such geographic coordinates are expressly labeled NAD 83. Geographic coordinates without the NAD 83 reference may be plotted on maps or charts referenced to NAD 83 only after application of the appropriate corrections that are published on the particular map or chart being used.

(33 CFR 80.01) 11/91

Page 26—Lines 19-28/R; read:
of Bald Head at Cape Small.

(33 CFR 80) 11/91

Page 30—Line 64/L-4/R; read:
of beginning.

(2) Anchorage B (general-primarily intended for deep draft vessels). Beginning at Fort Gorges Island Ledge Buoy 4; thence 062° to Little Diamond Island; thence along the southwestern shore to the pier on the southern end of Little Diamond Island; 133° for 1200 yards; 270° to House Island Light; thence along the western shore of House Island to Fort Scammel Point Light; thence 325° for 1700 yards to the point of beginning.

(33 CFR 110.132) 11/91

Page 36—Lines 46-52/R; read:
regulated navigation areas.

(33 CFR 160.5) 11/91

Page 38—Lines 53-61/L; read:

(b) This part does not apply to recreational vessels under 46 U.S.C. 4301 et seq. and, except 160.215, does not apply to passenger and supply vessels when they are employed in the exploration for or in the removal of oil, gas or mineral resources on the continental shelf.

(c) Sections 160.207 and 160.209 do not apply to the following:

(1) Each vessel of less than 1600 gross tons, except foreign vessels of less than 1600 gross tons entering ports or places in the Miami Captain of the Port Zone as described in 33 CFR 3.35-10(b) of this chapter.

(33 CFR 160.201) 11/91

Page 39—Line 42/L; read:

(1) The name, country of registry, and call sign or official number of the vessel;

(33 CFR 160.207) 11/91

Page 39—Lines 50-61/L; read:

§160.209 [Reserved]

(33 CFR 160.209) 11/91

Page 39—Line 2/R; read:

(1) The name, country of registry, and call sign or official number of the vessel;

(33 CFR 160.211) 11/91

Page 39—Line 33/R; read:

(1) The name, country of registry, and call sign or official number of the vessel;

(33 CFR 160.213) 11/91

Page 93—Lines 65-67/R; read:

Clark Point. In March 1989, the available depths were 10 feet in the lower anchorage except for shoaling to $4\frac{1}{2}$ feet along the west side, thence $5\frac{1}{2}$ feet in the upper...

(BP 138871; 41/89 CG1) 11/91

Page 100—Line 55/L; read:
buoy 0.2 mile off the east side.

(LL/90; 45/90 CG1) 11/91

Page 104—Line 9/R; read:
yards wide at its narrowest part. The channel is marked by seasonal buoys for about 0.5 mile above the mouth. A rock awash is at the ...

(LL/90; 47/88 CG1) 11/91

Page 15—Line 21/L; read:
exist. Mariners are also warned that the areas where cables and pipelines were originally buried may have changed and they may be exposed; extreme caution should be used when operating vessels in depths of water comparable to the vessel's draft.
(CP 1-15/91) 12/91

Page 83—Lines 22-24/L; read:
extends about 0.4 mile southward from the island.
(LL/90; 43/90 CG1) 12/91

Page 83—Line 19/R; read:
northwest side by a bell buoy. A rock covered 20 feet, about ...
(42/90 CG1) 12/91

Page 93—Line 17/R; read:
marked on the southeastern and southwestern ...
(LL/90; 51/88 CG1) 12/91

Page 103—Lines 44-45/L; read:
the northerly rock; a fog signal is at the light.
(LL/90; 40/89 CG1) 12/91

Page 146—Line 31/L; read:
Ledge, bare at half tide and marked by a ...
(44/88 CG1) 12/91

Page 148—Line 62/R; read:
to the shore.
(LL/90; 51/88 CG1) 12/91

Page 155—Lines 12-16/R; read:
Reed Cove, on the west side of Orrs Island, is reported to have good anchorage in 12 to 18 feet with protection from south and southwesterly winds; sand over mud bottom.
(CP 1-155C/90) 12/91

dwelling; a fog signal and a radiobeacon are at the light.
(LL/90; 43/88 CG1) 12/91

Page 189—Lines 15-21/R; read:
Tenpound Island Light TP (42°36.1'N., 70°40.0'W.), 44 feet above the water is shown from a white pyramidal tower on the west side of Tenpound Island off the entrance to Inner Harbor; a fog signal is at the light. The ruins of ...
(LL/90; 35/89 CG1) 12/91

COAST PILOT 1 25th Ed 1989 LAST NM 12/91

Page 89—Line 60/L; read:
a depth of 23 feet in midchannel. An aquaculture site is about 0.5 mile southeast of the buoy.
(48/90 CG1) 14/91

Page 145—Lines 45-48/R; read:
available at the pier.
The U.S. Route 1 fixed highway bridge over Sheepscot River at Wiscasset has a clearance of 25 feet. The Main Central ...
(CL 1049/90; 4/91 CG1) 14/91

Page 145—Line 51/R; read:
railroad bridge was being maintained in the closed position. (See ...
(CL 1049/90; 4/91 CG1) 14/91

Page 145—Lines 54-57/R; read:
a clearance of 75 feet.
(CL 1049/90; 4/91 CG1) 14/91

Page 204—Lines 43-44/L; read:
mouth of Charles River.
(CP1 - 1/89) 14/91

Page 208—Line 58/L; read:
of the river. In February 1990, depths of 20 to 23 feet ...
(BP 141389) 14/91

(continued on next page)

Page 208—Lines 66-67/L; read:
basin near the head of the river. In February 1990, the controlling depth was 5 feet in the west half of the channel with shoaling to less than 1 foot in the east half, thence in May 1985, depths of 5 feet were available in the basin. The ...
(BP 141389; 47/90 CG1) 14/91

Page 214—Line 24/R; read:
daybeacon. A channel, marked by buoys, leads ...
(BPs 141215-16; 49/90 CG1) 14/91

Page 214—Lines 26-31/R; read:
the jetties. An anchorage basin is on the east side of the channel off the town wharf. In May 1990, the controlling depth was less than 1 foot in the west half of the channel with shoaling to bare in the east half, thence 2 to 4 feet in the basin except for shoaling to bare along the east limit. Depths of $3\frac{1}{2}$ to 6 ...
(BPs 141215-16; 49/90 CG1) 14/91

COAST PILOT 2 24th Ed 1989 NEW EDITION
(NOS) 46/89

COAST PILOT 2 24th Ed 1989 LAST NM 46/89
Page 226–Lines 4-10/L; read:
In June-July 1988, the controlling depths were 4 feet (7 feet at midchannel) in the common entrance to the Shrewsbury and Navesink Rivers, thence 5 feet (6 1/2 feet at midchannel) to buoy 39 in Shrewsbury River, and thence 2 feet to the head of navigation at Branchport. In Navesink River, the controlling depth was 2 feet to the head of navigation at Red Bank. The channels are well...
(6/89 CG1) 47/89

Page 227–Lines 41-42/L; read:
about 0.4 mile above the mouth. In June 1988, the controlling depth was 4 feet (8 feet at midchannel) in the dredged channel leading from Sandy Hook Bay to Belford Harbor, thence 5 feet at midchannel to the...
(BP 135936; 6/89 CG1) 47/89

COAST PILOT 2 24th Ed 1989 LAST NM 47/89
Page 18–Line 28/R; read:
especially for maritime services are more reliable.

(also insert after: EPIRB table from back of Coast Pilots section).

(CP 1-8/89) 52/89

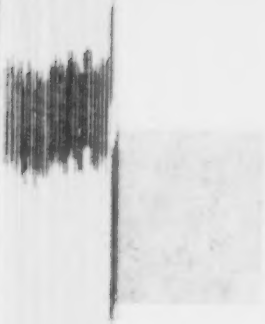
COAST PILOT 2 24th Ed 1989 LAST NM 52/89
Page 89–Line 42/L; read:
may be obtained at Boston by vesels coming from . . .
(NOS 1/90

COAST PILOT 2 24th Ed 1989 LAST NM 1/90
Page 6–Lines 29-39/R; read:
weather warning.
(1-1/89) 11/90

Page 12–Lines 39-43/L; read:
(NMA), New Orleans (NMG), San Juan, PR (NMR), and Honolulu, HI (NMO). The Canadian Coast Guard also broadcasts NAVTEX information from Sydney, Nova Scotia. U.S. Coast Guard broadcasts of NAVTEX are expected to begin from other Pacific locations by early 1990.
(1-12/89) 11/90

Page 12–Line 49/L; read:
carriage of NAVTEX receivers is required for Safety of Life...
(1-12/89) 11/90

(continued on next page)



Page 17–Lines 50-51/L; read:
Avoidance of collision with offshore light stations and large navigational buoys . . .
(1-17/89) 11/90

Page 17–Line 61/L; read:
Experience shows that offshore light . . .
(1-17/89) 11/90

Page 17–Lines 65-67/L; read:
approaching fixed offshore light structures and large navigational buoys (LNB) on radio bearings, the risk of collision . . .
(1-17/89) 11/90

Page 17–Line 3/R; read:
It should be borne in mind that most . . .
(1-17/89) 11/90

Page 17–Lines 10-29/R; read:
pass close aboard.
(1-17/89) 11/90

Page 22–Lines 34-37/L; read:
vessel of the fact.
(1-17/89) 11/90

COAST PILOT 2 24th Ed 1989 LAST NM 11/90

Page 18–Lines 36-60/R; read:

(insert after: LORAN - C information from back of Coast Pilots section).
(LL/90) 21/90

Page 89–Lines 16-17/R; read:
subject to shoaling. In August 1988, the controlling depth was 4 1/2 feet except for shoaling to bare between Stage Harbor Channel Buoys 2A and 3.
(BPs 136640-41; CL 90/89; 11/89 CG1) 21/90

Page 94–Lines 62-63/R; read:
In November-December 1988, the controlling depth was 10 feet in the dredged channel.
(8/89 CG1) 21/90

Page 96–Line 11-12/R; read:
head of Edgartown outer harbor. Also prominent are: a wooden tower and several . . .
(8/89 CG1: LL/89) 21/90

Page 103–Lines 66/L-1/R; read:
the eastern part of the pond north of the channel. In June 1989, the centerline controlling depth was 6 feet in the channel with 8 to 10 feet in the turning basin. The anchorage basin had depths of 8 to 10 feet.
(BPs 139244-45; CL 1443/89) 21/90

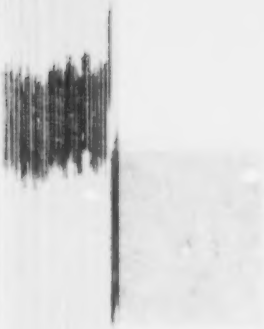
Page 103–Line 15/R; read:
dangers except for Middle Ledge, are buoyed. An unmarked rocky shoal, covered . . .
(16/89 CG1) 21/90

Page 103–Lines 31-32/R; read:
midway between Ribbon Reef and Cuttyhunk Light, steer 051° until abeam of Middle Ground Buoy MG, distance . . .
(50/88 CG1; LL/89) 21/90

Page 189–Lines 25-26/L; read:
a lighted buoy about 1 mile west-northwest of Belden Point. A partially submerged wreck is about 400 yards northwest . . .
(17/89 CG1) 21/90

Page 194–Line 64/R; read:
feet.

In March 1989, a submerged obstruction was reported in the East River just west of the Bronx-Whitestone Bridge in about 40°48.1′N., 73°50.1′W.
(13/89 CG1) 21/90



COAST PILOT 2 (continued)

Page 198–Lines 68/L-8/R; read:
side of the bay. In October 1988, the controlling depth was 14 feet through the bay to the mouth of the creek, thence in 1987-October 1988, 13 feeet at midchannel to the Northern Boulevard bridge, thence 5 1/2 feet at midchannel for about 400 yards above the bridge, and thence shoaling to less than 1 foot to the I.R.T. bridge. In October 1988, depths of 12 to 15 feet were available in the turning basin, and in June-July 1987, the anchorage basin had depths of 5 1/2 feet with lesser depths along the east side.
(BPs 136427-32; BPs 132994-95; 132997; CL 1088/87; 8/89 CG1) 21/90

Page 210–Line 18/R; read:
A light is on the ...
(10/89 CG1) 21/90

Page 240–Lines 50-53/L; read:
In September 1988, controlling depths in the dredged channel in Tarrytown Harbor were 8 feet in the southwest and northwest access channels and in the waterfront channel except for shoaling to 4 1/2 feet on the easterly edge ...
(BPs 136585-86; CL145/89; 8/89 CG1) 21/90

COAST PILOT 2 24th Ed 1989 LAST NM 21/90

Page 138–Line 2/R; read:
shoals extend 0.6 mile from the south end of the bay.
An aquaculture site, marked by private seasonal buoys, is at the south end of Little Peconic Bay about 1 mile north-northwest of the entrance to North Sea Harbor.
(19/89 CG1) 24/90

Page 150–Lines 36-39/L; read:
of the entrance to South Cove. In August-October 1988, the controlling depth was 6 feet at mid-channel to the highway swing bridge about 0.4 mile above the channel entrance, thence 4 1/2 feet to the head of the channel.
(BPs 137436-39; CL 328/89; 18/89 CG1) 24/90

Page 150–Line 49/L; read:
respectively. In May 1989, a replacement bascule highway bridge with a design clearance of 30 feet was under construction just south of the existing bascule bridge.
(CL 328/89; 10/89 CG1) 24/90

Page 165–Line 30/R; read:
is considered safe.
An aquaculture site, marked by private buoys, is about 1.4 miles west-northwest of Jacobs Point.
(19/89 CG1) 24/90

Page 232–Lines 4-7/R; read:
Elizabethport. The overhead power cable just ...
(NOS/90) 24/90

COAST PILOT 2 24th Ed 1989 LAST NM 24/90

Page 26–Line 65/R; read:
§80.155 Watch Hill, R.I. to Montauk Point, N.Y.
(a) A ...
(FR 7/6/87) 35/90

Page 27–Line 19/L; read:
§80.160 Montauk Point, N.Y. to Atlantic Beach, N.Y. (a)...
(FR 7/6/87) 35/90

Page 27–Line 30/L; read:
§80.165 New York Harbor.
(FR 7/6/87) 35/90

Page 63–Line 63/L; read:
safety.
§165.155 Northville Industries Offshore Platform, Riverhead, Long Island, New York-safety zone.

(continued on next page)

(a) The following area is established as a safety zone during the specified condition:

(1) The waters within a 500 yard radius of the Northville Industries Offshore Platform, Long Island, New York, 1 mile North of the Riverhead shoreline at 41°00'N., 072°38'W., while a liquefied Petroleum Gas (LPG) vessel is moored at the Offshore Platform. The safety zone remains in effect until the LPG vessel departs the Offshore Platform.

(b) The general regulations governing safety zone contained in 33 CFR 165.23 apply.

(c) The Captain of the Port will notify the maritime community of periods during which this safety zone will be in effect by providing notice of scheduled moorings at the Northville Industries Offshore Platform of LPG vessels via Marine Safety Information Radio Broadcast.

(33 CFR 165.155) 35/90

Page 163–Lines 16-18/R; read:
wharf, 0.6 mile above Burns Point. In June 1988, the reported controlling depth was 9 1/2 feet to Burns Point, thence 8 feet to the head of the channel. In March 1986, depths . . .
(4/89 CG1) 35/90

Page 165–Line 30/R; read:
is considered safe.

A **safety zone** surrounds the offshore mooring facility off Jacobs Point. (See **166.155,** Chapter 2, for limits and regulations.)

An aquaculture site, marked by private buoys, is about 1.4 miles west-northwest of Jacobs Point.
(33 CFR 165.155; 19/89 CG1) 35/90

Page 176–Lines 47-48/L; read:
through a privately maintained channel. In March 1987, the controlling depth was 8 feet in the channel, thence in July 1981, 6 feet in . . .
(CL 891/88; 05/89 CG1) 35/90

Page 203–Lines 58/61, read:
Breakwater Light 1.

In February 1989, a sunken wreck was reported about 0.6 mile south of the entrance to the inlet in about 40°49.8'N., 72°28.8'W.
(5/89 CG1) 35/90

Page 204–Lines 6-12/L; read:
Moriches Bay. The jettied entrance is subject to frequent change; local knowledge is advised. The east jetty is marked at the south end by a private light.

A fish haven, marked by an orange and white spar buoy, is about 2.5 miles south-southwestward of Moriches Inlet East Breakwater Light.
(01/89 CG1) 35/90

Page 228–Lines 53-54/L; read:
mouth of Matawan Creek. In June 1988, the dredged channel had a controlling depth of 7 1/2 feet.
(50/88 CG1) 35/90

COAST PILOT 2 24th Ed 1989 LAST NM 35/90

Page 130–Line 39/L; read:
201-291-1310; cable, PORTPILOTS); Constitution State Pilots Association, New Haven, CT. (telephone: 203-783-5991, 516-582-6327 (fax); telex 940103 WU Pubtlx BSN); Associated . . .
(CP 2-130/90) 43/90

Page 130-Line 51/L; read:
white superstructure and the word "PILOT" on the sides. The other available pilot vessel, CONSTITUTION (65-foot), is blue and white.
(CP 2-130/90) 43/90

Page 130–Line 54/L; read:
channels 09 (Constitution State Pilots Association), 11 (Long Island Sound State Pilots Association . . .
(CP 2-130/90) 43/90

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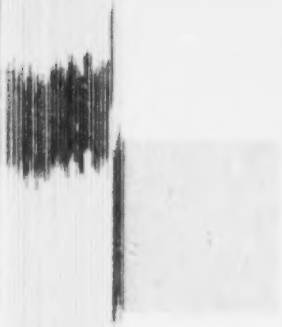


Page 146–Lines 16-17/L; read:
New Haven, CT (telephone: 203-783-5991, 516-582-6327 (fax)); telex, 940103 WU Pubtlx BSN); Northeast Marine Pilots Inc., Newport, R.I. (telephone: . . .
(CP 2-130/90) 43/90

Page 146–Line 26/L; read:
CONSTITUTION, 65 feet long, RHODE ISLAND PILOT, 34 feet long, . . .
(CP 2-130/90) 43/90

Page 146–Line 30/L; read:
sides, except for CONSTITUTION, which is blue and white; 24 hours service is available. The pilot boats monitor . .
(CP 2-130/90) 43/90

Page 146–Line 32/L; read:
the expected arrival of a vessel and use channels 09, 11, and . . .
(CP 2-130/90) 43/90

Page 148–Line 3/R; read:
2402, cable address, Pilot New London, Conn.) or Constitution State Pilots Association (telephone: 203-783-5991, 516-582-6327 (fax); telex, 940103 WU Pubtlx BSN) are . .
(CP 2-130/90) 43/90

Page 148–Lines 5-6/R; read:
channels 13, 16, and 79A 1 hour before the expected arrival of a vessel and use channels 09, and 79A as working frequencies.
(CP 2-130/90) 43/90

Page 148–Line 10/R; read:
all around the hull or from the pilot boat CONSTITUTION, blue and white and 65 feet long. Vessels to be boarded should maintain . . .
(CP 2-130/90) 43/90

Page 162–Line 58/L; read:
Bridgeport Pilots Association (telephone: 203-878-8667) and Constitution State Pilots Association (telephone: 203-783-5991) . . .
(CP 2-130/90) 43/90

Page 162–Line 59/L; read:
and uses channels 09, 13 and 19A as working frequencies.
(CP 2-130/90) 43/90

Page 162–Line 61/L; read:
from tugs when available or from a 42-foot or 65-foot vessel with a . . .
(CP 2-130/90) 43/90

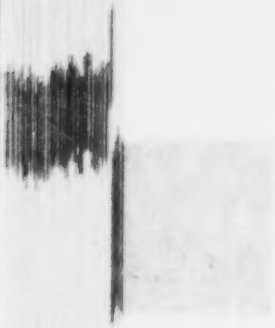
Page 169–Lines 9-10/L; read:
Association, New Haven, CT. (telephone: 203-783-5991, 516-582-6327 (fax); telex, 940103 WU Pubtlx BSN); Northeast Marine Pilots Inc., Newport, . . .
(CP 2-130/90) 43/90

Page 169–Line 19/L; read:
from either CONSTITUTION, 65 feet long, RHODE ISLAND PILOT, . . .
(CP 2-130/90) 43/90

Page 169–Line 23/L; read:
word "PILOT" on the sides, except for CONSTITUTION, which is blue and white; 24-hour service is available. The pilot boats monitor VHF-FM . . .
(CP 2-130/90) 43/90

Page 169–Line 25/L; read:
expected arrival of a vessel and use channels 09, 11, and 18A . . .
(CP 2-130/90) 43/90

Page 173–Line 58/L; read:
under register. Pilots usually board vessels from a 42-foot or 65-foot . . .
(CP 2-130/90) 43/90



Page 173–Line 64/L; read:
VHF-FM channel 16 and uses channels 09, 13, or 19A as . . .
(CP 2-130/90) 43/90

Page 173–Line 66/L; read:
Association (telephone: 203-878-8667) and the Constitution State Pilots Association (telephone: 203-783-5991) provide the pilots . . .
(CP 2-130/90) 43/90

COAST PILOT 2 24th Ed 1989 LAST NM 43/90

Page 31–Line 19/L; read:
Fixed mooring piles or stakes are prohibited.

(aa) South of Perth Amboy, New Jersey. The waters bounded by a line connecting the following points:

40°30′19.0″N., 74°15′46.0″W.
40°30′17.0″N., 74°15′39.0″W.
40°30′02.8″N., 74°15′45.0″W.
40°29′36.0″N., 74°18′09.2″W.
40°29′30.8″N., 74°16′22.0″W.
40°29′47.2″N., 74°16′52.0″W.
40°30′02.0″N., 74°16′43.0″W.

and thence along the shoreline to the point of beginning.
(FR 10/03/90) 52/90

Page 49–Line 33/R; read:
two minutes.

§117.598 Eel Pond Channel.

The following requirements apply to the draw of Eel Pond (Water Street) drawbridge at mile 0.0 at Falmouth, Massachusetts.

(a) The draw shall open at all times as soon as possible for public vessels of the United States, State or local vessels used for public safety, and vessels in distress. The opening signal for these vessels shall be four or more short blasts of a whistle, horn or radio request.

(b) The owners of this bridge shall provide and keep in good legible condition clearance gauges for each draw with figures not less than 12 inches high designed, installed and maintained according to the provisions of section 118.160 of this chapter.

(c) The draw shall operate as follows:

(1) On signal from October 15 through May 14, from 8 a.m. to 5 p.m. except as provided in paragraph (c) (3) (i) of this section.

(2) Need open on signal only on the hour and half hour as follows:

(i) From May 15 through June 14 and from September 16 through October 14, from 7 a.m. to 7 p.m.

(ii) From June 15 through September 15, from 6 a.m. to 9 p.m.

(3) The draw shall open on signal if at least 8 hours advance notice is given:

(i) At all times on Christmas, New Years, Easter and all Sundays in January and February.

(ii) At all other times not stipulated in paragraphs (c) (1) and (c) (2) of this secion.
(FR 5/16/90) 52/90

Page 52–Lines 42-56/L; read:
vessels.
(FR 9/13/90) 52/90

Page 52–Lines 61-65/L; read:

§117.781 East River.

The following requirements apply to the Roosevelt Island bridge, mile 6.4 at New York City, as follows:

(a) Public vessels of the United States Government, state or local vessels used for public safety, and vessels in distress shall be passed through the draws of each bridge as soon as possible without delay at anytime. The opening signal from these vessels shall be four or more short blasts of a whistle, horn or radio request.

(b) The owners of each bridge shall provide and keep in good legible condition clearance gauges for each draw with figures not less than 12 inches high designed, installed and maintained according to the provisions of §118.160 of this chapter.

(c) The draw of the Roosevelt Island bridge shall open on signal if at least two hour advance notice is given to the drawtender at the Grand Street/Avenue bridge, mile 3.1 across Newtown Creek (East Branch), The New York Department of Transportation (NYCDOT) Radio Hotline or NYCDOT Bridge Operations Office. In the event the drawtender is at Borden Avenue or Hunters Point Avenue bridges mile 1.2 and 1.4, respectively, across Dutch Kills, up to an additional half hour delay may be required.

(FR 9/13/90) 52/90

Page 58–Line 60/R; read:
Great Lakes and their connecting and tributary waters.

§164.15 Navigation bridge visibility.

(a) The arrangement of cargo, cargo gear, and trim of all vessels entering or departing from U.S. ports must be such that the field of vision from the navigation bridge conforms as closely as possible to the following requirements:

(1) From the conning position, the view of the sea surface must not be obscured by more than the lesser of two ship lengths or 500 meters (1640 feet) from dead ahead to 10 degrees on either side of the vessel. Within this arc of visibility any blind sector caused by cargo, cargo gear, or other permanent obstruction must not exceed 5 degrees.

(2) From the conning position, the horizontal field of vision must extend over an arc from at least 22.5 degrees abaft the beam on one side of the vessel, through dead ahead , to at least 22.5 degrees abaft the beam on the other side of the vessel. Blind sectors forward of the beam caused by cargo, cargo gear, or other permanent obstruction must not exceed 10 degrees each, nor total more than 20 degrees, including any blind sector within the arc of visibility described in paragraph (a) (1) of this section.

(3) From each bridge wing, the field of vision must extend over an arc from at least 45 degrees on the opposite bow, through dead ahead, to at least dead astern.

(4) From the main steering positions, the field of vision must extend over an arc from dead ahead to at least 60 degrees on either side of the vessel.

(b) A clear view must be provided through at least two front windows at all times regardless of weather conditions.

(FR 8/8/90) 52/90

Page 102–Lines 23-32/L; read:
clearance of 5 feet. (see **117.1 through 117.49 and 117.598,** chapter 2, for drawbridge . . .

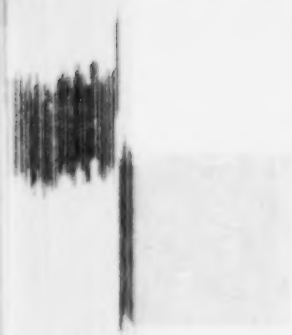
(FR 5/16/90) 52/90

Page 200–Line 67/R; read:
2 feet. (See **117.1 through 117.59 and 117.801,** chapter 1, . . .

(FR 9/13/90) 52/90

Page 231–Line 48/R; read:
wharves in 30 feet. **A special anchorage** is south of Perth Amboy. (See **110.1 and 110.60 (aa),** chapter 2, for limits and regulations.)

(FR 10/03/90) 52/90



Page 41–Lines 63-68/R; read:

(3) (Reserved)

(FR 10/03/90) 2/91

Page 53–Lines 61-67/R; read:

§117.801 Newtown Creek, Dutch Kills, English Kills and their tributaries.

(a) The following requirements apply to all bridges across Newtown Creek, Dutch Kills, English Kills and their tributaries:

(1) Public vessels of the United States Government, state or local vessels used for public safety, and vessels in distress shall be passed through the draws of each bridge as soon as possible without delay at anytime. The opening signal from these vessels shall be four or more short blasts of a whistle, horn or radio request.

(2) The owners of each bridge shall provide and keep in good legible condition clearance gauges for each draw with figures not less than 12 inches high designed, installed and maintained according to the provisions of §118.160 of this chapter.

(3) Trains and locomotives shall be controlled so that any delay in opening the draw shall not exceed five minutes. However, if a train moving toward the bridge has crossed the home signal for the bridge before the signal requesting opening of the bridge is given, that train may continue across the bridge and must clear the bridge and must clear the bridge interlocks before stopping.

(4) Except as provided in paragraphs (b) through (e) of this section, each draw shall open on signal.

(b) The draws of the Long Island Railroad bridges, mile 1.1 across Dutch Kills, both at New York City shall open on signal if at least six hours notice is given to the Long Island Railroad Movement Bureau except as provided in paragraphs (a)(1) and (a)(3) of this section.

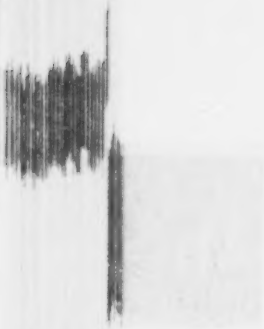
(c) The draw of the Borden Avenue bridge, mile 1.2 across Dutch Kills at New York City (NYC), shall open on signal if at least one hour advance notice is given to the drawtender at the Grand Street/Avenue bridge, mile 3.1 across Newton Creek (East Branch), the New York City Department of Transportation (NYCDOT) Radio Hotline, or NYCDOT Bridge Operations Office. In the event the drawtender is at the Roosevelt Island bridge, mile 6.4 across East River of the Hunters Point Avenue bridge, mile 1.4 across Dutch Kills, New York, up to an additional half hour delay may be required.

(d) The draw of the Hunters Point Avenue bridge, mile 1.4 across Dutch Kills, New York City, shall open on signal if at least one hour advance notice is given to the drawtender at the Grand Street/Avenue bridge, mile 3.1 across Newtown Creek (East Branch), the New York City Department of Transportation (NYCDOT) Radio Hotline or NYCDOT Bridge Operations Office. In the event the drawtender is at the Roosevelt Island bridge, mile 6.4 across East River, or the Borden Avenue bridge, mile 1.2 across Dutch Kills, up to an additional half hour may be required.

(e) The draw of Grand Street/Avenue bridge, mile 3.1 across Newtown Creek (East Branch), at New York City, shall open on signal unless the drawtender is at the Borden Avenue or Hunters Point Avenue Bridges, mile 1.2 and 1.4, respectively, across Dutch Kills, New York or the Roosevelt Island bridge, mile 6.4 across East River. In this event, a notice to New York City Department of Transportation Radio Hotline, or NYCDOT Bridge Operations Office shall be given, to which a delay of up to one hour may be required.

(FR 9/13/90) 2/91

(continued on next page)



Page 57–Line 30/R; read:
condition.

Part 161 - Vessel Traffic Management
New York Vessel Traffic Service
General Rules

§161.501 Purpose and applicability.

(a) Sections 161.501 through 161.580 of this part prescribe rules for vessel operation in the Vessel Traffic Service New York Area (VTSNY Area) to prevent collisions and groundings and to protect the navigable waters of the VTSNY Area from environmental harm resulting from collisions and groundings.

(b) The General Rules in §§ 161.501 through 161.505 and 161.507 through 161.510, and the Use of Designated Frequency Rule in §161.523 of this part apply to the operation of all vessels.

(c) The Requirement to Carry Regulations Rule in §161.506, the Communications Rules in §§ 161.520 through 161.522 and 161.524 through 161.532, the Vessel Movement Reporting Rules in §§ 161.536 through 161.542, and the Special Rules of § 161.575 of this part apply only to the operation of -

(1) Power driven vessels of 300 gross tons and upward while navigating;

(2) Vessels of 100 gross tons and upward carrying one or more passengers for hire while navigating;

(3) Commercial vessels of 26 feet or more in length engaged in towing another vessel astern, alongside, or by pushing ahead; and

(4) Every dredge and floating plant.

(d) Geographic coordinates expressed in terms of latitude and longitude are not intended for plotting on maps or charts whose referenced horizontal datum is the North American Datum of 1983 (NAD 83), unless such geographic coordinates are expressly labeled NAD 83. Geographic coordinates without the NAD 83 reference may be plotted on maps or charts referenced to NAD 83 only after application of the appropriate corrections that are published on the particular map or charts used.

§161.503 Definitions.

As used in any section of this part:

Commercial Vessel means any vessel operating in return for payment or other type of compensation.

ETA means estimated time of arrival.

Floating Plant means any vessel, other than a vessel underway and making way, engaged in any construction, manufacturing, or exploration operation, and which may restrict the navigation of other vessels.

Master means a licensed master or operator or, on vessels not requiring a licensed operator, the person directing the movement of the vessel.

Person includes an individual, firm, corporation, association, partnership, and governmental entity.

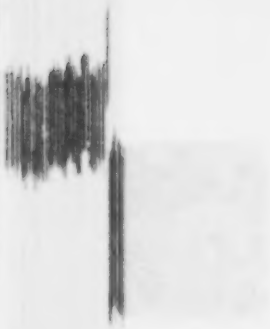
Vessel Movement Reporting System (VMRS) is a method for monitoring vessel progress based on position reports from the vessel rather than on electronic surveillance.

Vessel Traffic Center (VTC) means the shore based facility that operates the New York Vessel Traffic Service.

Vessel Traffic Service New York Area (VTSNY Area) means the area described in §161.580 of this part.

§161.504 Vessel operation in the VTSNY Area.

No person may cause or authorize the operation of a vessel in the VTSNY Area contrary to the rules in this part.



§161.505 VTC directions.

(a) During conditions of vessel congestion, adverse weather, reduced visibility, other hazardous circumstances, the VTC may issue directions to control and supervise traffic by specifying times when vessels may enter, move within or through, or depart from ports, harbors or other waters in the VTSNY Area.

(b) The master or pilot of a vessel in the VTSNY Area shall comply with each direction issued to the vessel under this section.

§161.506 Requirement to carry regulations.

The master of a vessel shall ensure that a copy of the current edition of the Vessel Traffic Service New York regulations, Title 33, Code of Federal Regulations, §§ 161.501 through 161.580, is available on board the vessels at all times when it is navigating in the VTSNY Area.

Note.-The New York VTS Operating Manual includes the VTS regulations described above. Additional information for efficient operation in the VTS system is also included. The manual may be obtained free-of-charge from U.S. Coast Guard Marine Inspection Office, Battery Park Building, New York, NY 16004, and from Commanding Officer, U.S. Coast Guard Vessel Traffic Service, Governors Island, New York, NY 10004.

§161.507 Laws and regulations not affected.

Nothing in this part is intended to relieve any person from complying with any other applicable laws or regulations.

§161.508 Authorization to deviate from these rules.

(a) The Commander, First Coast Guard District may, upon written request, issue an authorization to deviate from any rule in this part if he or she finds that the proposed operation can be done safely. An application for an authorization to deviate from a rule must state the need for the deviation and describe the proposed operation.

(b) The VTC may, upon verbal request, issue an authorization to deviate from any rule in this part for the voyage on which a vessel is embarked or about to embark.

§161.510 Emergencies.

In an emergency, any master or pilot may deviate from any rule in this part to the extent necessary to avoid endangering persons, property, or the environment but shall report the deviation to the VTC as soon as possible.

Communications Rules

§161.520 Radiotelephone listening watch.

The master or pilot shall continuously monitor the VTS radiotelephone frequency when operating in the VTS Area, except when transmitting on that frequency.

§161.522 Radiotelephone equipment.

The master or pilot shall ensure all reports and communications required by this part are made from the navigational bridge of the vessel, or in the case of a dredge, at its main control station. Such reports and communications must be made to the VTC on designated frequencies using a radiotelephone that is in effective operating condition.

§161.523 Use of designated frequencies.

(a) In accordance with Federal Communications Commission regulations, no person may use the frequencies designated in this section to transmit any information other than information necessary for the safety of vessel traffic.

(b) All transmissions on the VTS frequencies shall be initiated on low power, if available; high power may only be used if low power communications are unsuccessful or in an emergency.

(c) The following frequencies must be used when communicating with the VTC:

(1) Primary frequencies: 156.550 MHz (channel 11), 156.600 MHz (channel 12), and 156.700 MHz (channel 14).

(2) Secondary frequency (to be used if communication is not possible on a primary frequency): 156.650 MHz (channel 13).

§161.524 English language.

Each report required by this part must be made in the English language.

§161.526 Time.

Each report required by this part must specify time using:

(a) The time zone in effect in the VTSNY Area and

(b) The 24-hour clock system.

§161.528 Radiotelephone failure.

Whenever a vessel's radiotelephone equipment fails -

(a) While underway in the VTSNY Area or is inoperative when entering the VTSNY Area-

(1) Compliance with §§ 161.520 and 161.538 of this part is not required; and

(2) Compliance with §§ 161.536, 161.537, and 161.542 of this part is not required unless those reports can be made by other means.

(b) Before getting underway in the VTSNY Area, permission to get underway must be obtained from the VTC; and

(c) The master shall restore the radiotelephone to operating condition as soon as possible.

§161.530 Report of radiotelephone failure.

Whenever the master or pilot of a vessel deviates from any rule in this part because of radiotelephone failure, the deviation and radiotelephone failure shall be reported to the VTC by the most expedient means available.

§161.532 Report of impairment to the operation of the vessel.

The master of a vessel in the VTSNY Area shall report to the VTC as soon as possible-

(a) Any condition on the vessel that may impair its navigation, such as fire, malfunctioning propulsion machinery, malfunctioning steering equipment, or malfunctioning radar;

(b) Whenever the vessel has difficulty controlling its tow; and

(c) Any grounding or collision with a fixed or floating object.

Note.-In the VTSNY Area, the reports required in 33 CFR part 164 to be made to the VTC instead.

Vessel Movement Reporting Rules

§161.536 Initial report.

Fifteen minutes before a vessel enters or gets underway in the VTSNY Area, the master of the vessel shall report the following information to the VTC:

(a) The type and name of the vessel.

(b) The estimated time and point of entry in the VTSNY Area.

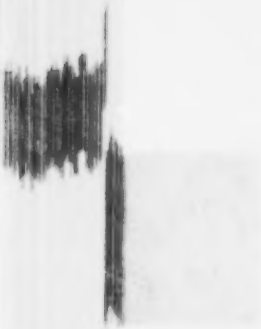
(c) Destination and route in the VTSNY Area.

(d) Deepest draft of the vessel.

(e) Speed of advance of the vessel.

(f) Whether or not any dangerous cargo listed in part 160, subpart C, of this chapter, is onboard the vessel or its tow.

(g) Any impairment to the operation of the vessel as described in §161.532 (a) and (b) of this part.



(h) Any planned maneuvers that may impede traffic.

§161.537 Follow-up reports.

When entering or beginning to navigate in the VTSNY Area, or if the vessel deviates from its route plan as reported in the initial report, the master of the vessel shall report the following information by radiotelephone to the VTC:

(a) Vessel name.

(b) Location of the vessel.

(c) Any revision to the initial report required by §161.536 of this part.

§161.538 Movement reports.

When the VMRS is in operation, or at other times when directed by the VTC, the master of a vessel passing a reporting point listed in §161.540 of this part shall report the following to the VTC by radiotelephone:

(a) Vessel name.

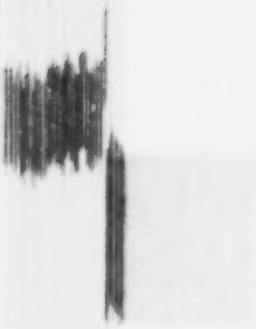
(b) Reporting point or location of the vessel.

§161.539 Invoking of the VMRS rules.

In the event of impairment of surveillance capability or when otherwise required for the safety of navigation, the Vessel Movement Reporting System (VMRS) may be invoked by the VTC.

§161.540 VMRS reporting points.

No.	Position description	Geographic location
1...	Verrazano-Narrows Bridge.	Upper New York Bay.
2...	Brooklyn Bridge	East River.
3...	Holland Tunnel Ventilator.	Hudson River.
4...	Caven Point	Upper New York Bay.
5...	Red Hook	Buttermilk Channel.
6...	Constable Hook	Kill Van Kull.
7...	Bayonne Bridge	Kill Van Kull
8...	AK Rail Bridge	Arthur Kill.
9...	Lehigh Valley Draw Bridge.	Newark Bay.
10..	Texaco Bayonne Facility.	Newark Bay.



§161.542 Final report.

When a vessel anchors in, moors in, or departs from the VTSNY Area, the master shall report the place of anchoring, mooring, or departing to the VTC.

Special Rules

§161.575 Action during reduced visibility.

When visibility is less than 2 nautical miles in the VTSNY Area, any vessel that is operating without radar shall notify the VTC immediately.

Descriptions and Geographic Coordinates

§161.580 VTSNY Area.

The VTSNY Area consists of the navigable waters of the United States bounded by the Verrazano-Narrows Bridge to the south, the Brooklyn Bridge to the east, and to the north, at a line drawn east-west from the Holland Tunnel ventilator shaft at latitude 40°43.7'N and longitude 74°01.6'W. The Kill Van Kull to the AK Rail Bridge and Newark Bay to the Lehigh Valley Draw Bridge are also included in the VTSNY Area.

(FR 8/27/90) 2/91

Page 73–Line4/L; read:
11, respectively, for details.)

Vessel Traffic Service (New York), operated by the U.S. Coast Guard, serves New York Harbor. (see **§161.501** through **§161.580,** chapter 2, for additional information.)

(FR 8/27/90) 2/91

Page 168–Line 56/R; read:
local descriptions.

Vessel Traffic Service (New York), operated by the U.S. Coast Guard, serves New York Harbor. (see **§161.501** through **§161.580,** chapter 2, for additional information.)

(FR 8/27/90) 2/91

Page 201–Line 16/L; read:
respectively. **(See §117.1** through **§117.49 and §117.801,** chapter 2, for...

(FR 9/13/90) 2/91

Page 215–Lines 13-29/L; read:

New York Harbor has a Vessel Traffic Service. (See **§161.501** through **§161.580,** chapter 2, for rules, regulations, and additional information.

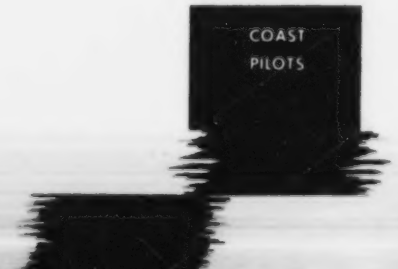
(FR 8/27/90) 2/91

Page 237–Line 10/L; read:
River in 40°42.1'N., 74°01.5'W.

It is to be understood that the mileages given are approximations. The values are not intended to be finite. The intended degree of accuracy is only supposed to be enough to put the user of the chart into the general vicinity of the cited object, for the purpose of him locating the object.

Vessel Traffic Service (New York), operated by the U.S. Coast Guard, serves Hudson River. (See **§161.501** through **§161.580,** chapter 2, for additional information.)

(FR 8/27/90; CP 2-237/90) 2/91



Page 107—Line 19/L; read:
approaching Cape Cod Canal from Buzzards Bay. A radiobeacon, racon, ...
(LL/90; 33/90 CG1) 7/91

Page 111—Line 36/R; read:
Bridges.-Four bridges cross Acushnet River at New...
(CL-705/90; 42/90 CG1) 7/91

Page 111—Lines 44-45/R; read:
feet. A highway bridge with a fixed span and a clearance of 8 feet is just below the...
(CL-705/90; 42/90 CG1) 7/91

Page 118—Line 29/L; read:
signal is at the light.
(42/90 CG1) 7/91

Page 118—Line 46/L; read:
signal and a radiobeacon are at the light. Several antennas ...
(LL/90; 42/90 CG1) 7/91

Page 130—Lines 52-57/R; read:
Block Island North Light (41°13.7'N., 71°34.6'W.), 58 feet above the water, is shown from a black tower on a gray granite dwelling on Sandy Point at the north end of the island.
(LL/90; 32/89 CG1) 7/91

Page 130—Lines 61-65/R; read:
Southeast Light. In March-November 1989, the controlling depth was 13 feet in the entrance, thence depths of 10 to 15 feet were available in the inner harbor anchorage with lesser depths along the north, northwest, and southwest sides, and thence $5\frac{1}{2}$ feet was ...
(BP 140749; 35/90 CG1) 7/91

Page 134—Lines 47-48/L; read:
and the west jetty has a fog signal. In June 1988, the reported controlling depth in the channel was 12 feet to the boat ...
(CP 2-132/89) 7/91

Page 136—Lines 12-14/L; read:
In June 1989, the public pier maintained by the town of East Hampton at the head of the harbor had reported depths of 7 feet at its face and 4 feet on its west side.
(CP 2-132/89) 7/91

Page 137—Lines 1-2/R; read:
In April 1989, the reported controlling depth was about 3 feet in the privately maintained channels in **Town Creek**, ...
(CP 2-132/89) 7/91

Page 138—Line 62/L; read:
Creek; the channel is marked by private seasonal buoys. In 1964, the ...
(LL/90) 7/91

Page 139—Line 14/L; read:
marked by buoys.
An aquaculture site, marked by private buoys, is 0.6 mile southwest of the south end of Robins Island.
(31/89 CG1) 7/91

Page 139—Lines 17-19/L; read:
wind.
(NOS 12358) 7/91

Page 142—Line 19/L; read:
marked by a seasonal lighted buoy. Leading across the shoal is the buoyed ...
(LL/90; 40/89 CG1) 7/91

Page 144—Line 16/R; read:
in the entrance to about 1 foot at the head of the cove. A breakwater, mark at its end by a private light, extends southeasterly from the east end of Avery Point. A ...
(LL/90) 7/91

Page 152—Line 62/L; read:
channel 13; call sign KXR-913. In 1988, a highway bridge with a fixed span and a design clearance of 65 feet was under construction immediately south of the existing bridge (Charter Oak Fixed Bridge) at mile 44; upon completion it will replace the existing bridge.
(CL 581/89; 32/88 CG1) 7/91

Page 158—Lines 33-34/L; read:
buoys. In December 1988, the midchannel controlling depths were 3 feet in the channel with 1 to 4 feet in the...
(BP 140256; 28/90 CG1) 7/91

Page 166—Lines 17-19/L; read:
power station. The canal, closed to general navigation, had a reported depth of about 12 feet in June 1989.
(CP 2-132/89) 7/91

Page 185—Lines 15-20/R; read:
The municipal marina monitors VHF-FM channel 16.
(LL/90; 39/90 CG1) 7/91

Page 190—Lines 37-38/L; read:
by a light and tower of **Eatons Neck Coast Guard Station.**
(CP 2-190/90) 7/91

Page 194—Line 39/R; read:
Shore.
(35/90 CG1) 7/91

Page 203—Lines 14-22/L; read:
depth of about 8 feet. The highway bridge crossing Shinnecock Bay at Ponquogue Point has a fixed span with a clearance of 55 feet.
(CP 2-203/89) 7/91

Page 227—Line 30/L; read:
channel and basin. In June 1988, the dredge entrance channel was reported to have shoaled to about 1 foot. The channel is marked by private ...
(50/88 CG1) 7/91

Page 15—Line 18/L; read:
exist. Mariners are also warned that the areas where cables and pipelines were originally buried may have changed and they may be exposed; extreme caution should be used when operating vessels in depths of water comparable to the vessel's draft.
(CP 1-15/91) 12/91

Page 91—Line 62/L; read:
Hallets Rock, covered 15 feet, is ...
(LL/90) NM 15/91

Page 91—Lines 41-42/R; read:
eastward should shape a course to pass about 600 yards south of Hallets Rock, thence northwestward ...
(LL/90; NOS 13237) NM 15/91

Page 129—Line 8/L; read:
80.155, chapter 2.
(33 CFR 80.155) NM 15/91

Page 134—Line 20/L; read:
marked by a lighted buoy, and **Washington Shoal**, with a least ...
(51/90 CG1) NM 15/91

Page 134—Line 64/L; read:
for Montauk Harbor are described in **80.155**, chapter 2.
(33 CFR 80.155) NM 15/91

Page 135—Line 4/R; read:
for Plum Gut Harbor are described in **80.155**, chapter 2.
(33 CFR 80.155) NM 15/91

Page 136—Line 16/L; read:
for Threemile Harbor are described in **80.155**, chapter 2.
(33 CFR 80.155) NM 15/91

Page 136—Line 4/R; read:
for Coecles Harbor are described in **80.155**, chapter 2.
(33 CFR 80.155) NM 15/91

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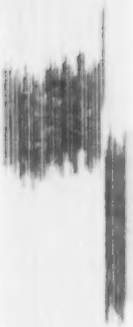

Page 136—Line 12/R; read:
10-foot concrete foundation remains. A private light marks the ruins.
(47/90 CG1) NM 15/91

Page 136—Line 20/R; read:
for the Long Island bays are described in **80.155**, chapter...
(33 CFR 80.155) NM 15/91

Page 145—Line 11/L; read:
for Long Island Sound are described in **80.155**, chapter 2.
(33 CFR 80.155) NM 15/91

Page 168—Line 13/L; read:
for Long Island Sound are described in **80.155**, chapter 2.
(33 CFR 80.155) NM 15/91

Page 175—Line 7/R; read:
shoal; a lighted buoy is off the northeast side of the rock. A ...
(48/90 CG1) NM 15/91

Page 191—Line 13/L; read:
below the bridge. The channel is marked by private seasonal buoys. Berths, moorings, electricity, water, ...
(LL/90; 48/90 CG1) NM 15/91

Page 202—Line 15/L; read:
for this part of the coast are described in **80.160**, chapter 2.
(33 CFR 80.160) NM 15/91

Page 202—Line 60/R; read:
for Shinnecock Inlet are described in **80.160**, chapter 2.
(33 CFR 80.160) NM 15/91

Page 204—Line 14/L; read:
for Moriches Inlet are described in **80.160**, chapter 2.
(33 CFR 80.160) NM 15/91

Page 206—Line 67/L; read:
for Fire Island Inlet are described in **80.160**, chapter 2.
(33 CFR 80.160) NM 15/91

Page 209—Line 8/L; read:
for Jones Inlet are described in **80.160**, chapter 2.
(33 CFR 80.160) NM 15/91

Page 211—Line 15/L; read:
for New York Harbor are described in **80.165**, chapter 2.
(33 CFR 80.165) NM 15/91

Page 211—Line 36/R; read:
for New York Harbor are described in **80.165**, chapter 2.
(33 CFR 80.165) NM 15/91

COAST PILOT 2 24th Ed 1989 LAST NM 15/91

Page 110-Lines 20-22/R; read:
east side of West Island at the entrance. A causeway connects the western ...
(45/90 CG1) NM 17/91

Page 117-Lines 61-63/L; read:
August 1989, the harbor had a controlling depth of 7 feet except for shoaling to 4 feet along the southern edge and $2\frac{1}{2}$ feet along the NW edge. The holding ground in the...
(BP 139088; 41/89 CG1) NM 17/91

Page 155-Line 37/R; read:
rips frequently occur on this reef. A private seasonal buoy is about 0.3 mile southeastward of Menunketesuck Island.
(8/91 CG1) NM 17/91

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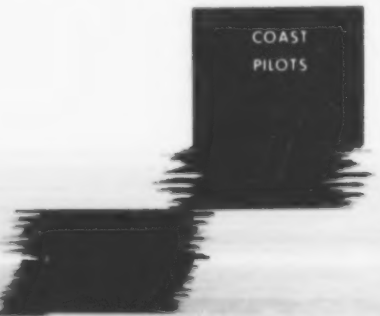

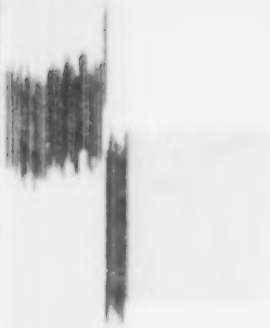

Page 156-Line 43/L; read:
caution is advised. The junction is marked by a private seasonal buoy. Small-craft facilities on the river can ...
(8/91 CG1) NM 17/91

Page 215-Lines 37-40/R; read:
floating debris in the harbor and channels.
(46/90 CG1) NM 17/91

COAST PILOT 2 24th Ed 1989 LAST NM 17/91

Page 89-Lines 16-17/R; read:
subject to shoaling. In August 1990, the midchannel controlling depth was 9 feet.
(BP 141443; CP 2-90/91) NM 19/91

Page 131—Lines 41-47/L; read:
predictions.)
(CGSDL 8/90) NM 19/91

Page 157—Lines 1-2/R; read:
September 1988-July 1989, a depth of $4\frac{1}{2}$ feet was reported in West River entrance channel; the channel is marked by buoys and a 321° lighted range.
(BPs 141966-67; LL/90; CP 2-157/90) NM 19/91

Page 204—Lines 1-3/L; read:
Tuthill Cove.
(CGSDL 8/90; CP 1-1/89) NM 19/91

Page 208—Line 37/R; read:
Crow Island and Pettit Marsh, and 12 feet the 29-foot ...
(CP 2-208A/90) NM 19/91

Page 208—Line 45/R; read:
Island, and 20 feet for the 30-foot fixed span over ...
(CP 2-208/90) NM 19/91

Page 208—Lines 58-60/R; read:
Jones Inlet.
(CGSDL 8/90; CP 1-1/89) NM 19/91

Page 250—Lines 58-60/L; read:
Harbor of Refuge.
(CGSDL 8/90) NM 19/91

Page 250—Lines 11-13/R; read:
Inlet.
(CGSDL 8/90) NM 19/91

Page 250—Lines 15-17/R; read:
island, 0.2 mile northeast of Fire Island Light.
(CGSDL 8/90) NM 19/91

Page 58—Lines 42-44/L; read:

§164.02 Applicability exception for foreign vessels.

(a) This part (including §§164.38 and 164.39) does not apply to vessels that:

(1) Are not destined for, or departing from, a port or place subject to the jurisdiction of the United States; and

(2) Are in:

(i) Innocent passage through the territorial sea of the United States; or

(ii) Transit through navigable waters of the United States which form a part of an international strait.

§164.03 Incorporation by reference.

(a) Certain materials are incorporated by reference into this part with the approval of the Director of the Federal Register. The Office of the Federal Register publishes a table, "Material Approved for Incorporation by Reference," which appears in the Finding Aids section of this volume. In that table is found the date of the edition approved, citations to the particular sections of this part where the material is incorporated, addresses where the material is available, and the date of the approval by the Director of the Federal Register. To enforce any edition other than the one listed in the table, notice of the change must be published in the FEDERAL REGISTER and the material made available. All approved material is on file at the Office of the Federal Register, Washington, DC 20408 and at Room 4402, U.S. Coast Guard Headquarters, 2100 Second St. SW, Washington, DC.

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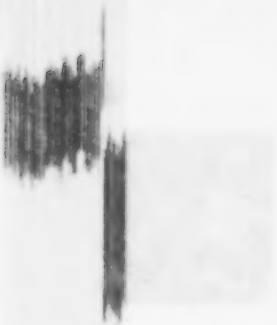

(b) The materials approved for incorporation by reference in this part are: Radio Technical Commission For Marine Services (RTCM) Paper 12-78/DO-100 dated 12/20/77.

(33 CFR 164) 33/91

Page 60—Lines 9-10/R; read:

§164.40 Devices to indicate speed and distance.

(a) Each vessel required to be fitted with an Automatic Radar Plotting Aid (ARPA) under §164.38 must be fitted with a device to indicate speed and distance of the vessel either through the water, or over the ground. Vessels constructed prior to September 1, 1984, must have this equipment according to the following schedule:

(1) Each tank vessel constructed before September 1, 1984, operating on the navigable waters of the United States-

(i) If of 40,000 gross tons or more, by January 1, 1985;

(ii) If of 10,000 gross tons or more but less than 40,000 gross tons, by January 1, 1986.

(2) Each self-propelled vessel constructed before September 1, 1984, that is not a tank vessel, operating on the navigable waters of the United States-

(i) If of 40,000 gross tons or more, by September 1, 1986;

(ii) If of 20,000 gross tons or more, but less than 40,000 gross tons, by September 1, 1987;

(iii) If of 15,000 gross tons or more, but less than 20,000 gross tons, by September 1, 1988.

(b) The device must meet the following specifications:

(1) The display must be easily readable on the bridge by day or night.

(2) Errors in the indicated speed, when the vessel is operating free from shallow water effect, and from the effects of wind, current, and tide, should not exceed 5 percent of the speed of the vessel, or 0.5 knot, whichever is greater.

(3) Errors in the indicated distance run, when the vessel is operating free from shallow water effect, and from the effects of wind, current, and tide, should not exceed 5 percent of the distance run of the vessel in one hour or 0.5 nautical mile in each hour, whichever is greater.

(33 CFR 164) 33/91

Page 104—Lines 51-53/L; read:

through the jetties, thence in November 1988, the centerline controlling depth was 2 feet from the jetties to the State Route 14 bascule bridge just east of **Milford**, thence the river channel shoals from 2 feet to 1 1/2 feet . . .

(BPs 136256-60; 5/89 CG5) 46/89

Page 106—Lines 41-44/L; read:

the directional light at the mouth of the creek. In September 1986, the controlling depth was 2 feet over the bar at the mouth of the creek, thence 4 feet on the centerline of the creek to the highway . . .

(CL 66/89) 46/89

Page 133—Lines 49-51/R; read:

Bay. In May - July 1988, the midchannel controlling depths were 8 feet in the channel leading eastward from the south end of the inlet to Daybeacon 6, thence 7 feet to . . .

(BPs 135828-29; 41/88 CG5) 46/89

Page 133—Lines 56-57/R; read:

Daybeacon 6. In May - July 1988, the controlling depth was 8 feet in the northerly channel. The Great Neck Road . . .

(BP 135828) 46/89

Page 134—Line 1/L; read:

in the vicinity of Daybeacon 11. In June 1988, the midchannel controlling . . .

(41/88 CG5) 46/89

Page 143–Line 42/R; read:
gravel. In May 1988, the controlling depth was 4 feet for . . .
(BPs 135822-23; CL 864/88) 46/89

Page 154–Lines 60-62/R; read:
about 0.3 mile above the mouth of the creek. In June 1988, the midchannel controlling depths were 2 feet from the entrance to Daybeacon 8, thence 5 feet to the landing 0.3 . . .
(BP 135825; 41/88 CG5) 46/89

Page 184–Line 55/L; read:
Old Plantation Flats Light (37°13.7′N., 76°02.8′W), 39 . . .
(6/88 CG5) 46/89

Page 192–Line 24/L; read:
southwestward of the rocks.
A fish haven, covered 15 feet, is about 4.5 miles south-southwestward of Sharps Island Light.
(7/88 CG5) 46/89

COAST PILOT 3 27th Ed 1989 LAST NM 46/89

Page 18–Line 24/R; read:
especially for maritime services are more reliable.

(also insert after: EPIRB table from back of Coast Pilots section).

(CP 1-8/89) 52/89

Page 121–Line 46/R; read:
highway bridge at Mile 1.6 has a clearance of 136 feet. An . . .
(1-116/87) 5/90

Page 121–Line 49/R; read:
Georges, Mile 5.0, has a clearance of 137 feet.
(3-116/87) 5/90

Page 121–Line 52/R; read:
down and 138 feet up. (See 117.1 through 117.59 and . . .
(3-116/87) 5/90

Page 121–Line 58/R; read:
Summit Bridge, at Mile 9.2, has a clearance of 138 feet.
(3-116/87) 5/90

Page 121–Line 62/R; read:
13.0 has a clearance of 140 feet.
(3-116/87) 5/90

COAST PILOT 3 27th Ed 1989 LAST NM 5/90

Page 121–Line 45/R; read:
lift bridge and four high-level fixed bridges. All bridge clearances mentioned are at the center of the canal. The fixed . . .
(3-116/87) 6/90

Page 134–Lines 11-12/L; read:
channel with a midchannel controlling depth of 5 feet in June 1987, leads southeastward through **The Narrows** to the . . .
(CL 799/87) 6/90

Page 143–Lines 42-43/R; read:
gravel. In May 1988, the controlling depth was 3 1/2 feet from the entrance to Smithfield.
(BPs 135822-23; 11/89 CG5) 6/90

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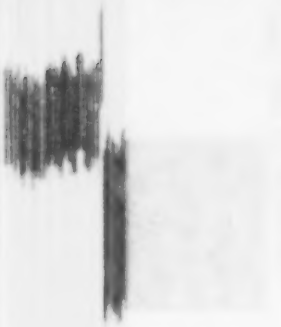

Page 149–Lines 25-26/R; read:
outer end of the spit. The light is 19.8 miles above the Capes.
(12/89 CG5) 6/90

Page 149–Lines 50-51/R; read:
daymark, in depths of 4 feet 0.3 mile north of Tue Point.
(12/89 CG5) 6/90

COAST PILOT 3 27th Ed 1989 LAST NM 6/90

Page 119–Lines 43-60/L; read:
(b) Speed. No vessel in the waterway shall be raced or crowded alongside another vessel. Vessels of all types, including pleasure craft, are required to travel at all times at a safe speed throughout the canal and its approaches so as to avoid damage by suction or wave wash to wharves, landings, riprap protection, or other boats, or injury to persons. Pilots and vessel operators transiting the canal and its approaches are warned that violation of this rule may result in having their privilege to transit the canal suspended. Passages of vessels through the canal will be monitored and specific cases will be investigated where damage by suction or wave wash does occur. Owners and operators of yachts, motorboats, rowboats, and other craft are cautioned that large deep-draft ocean-going vessels and other large commercial vessels ply the canal, and such owners and operators should be particularly careful to moor or anchor well away from the main ship channels, with moorings and lines which are sufficient and proper.
(NOS/90) 8/90

Page 213–Line 46/R; read:
mile.
Mariners are required to observe the Federal speed regulation when navigating throughout Elk River, Back Creek, and Chesapeake and Delaware Canal. (See Navigation regulation §162.40(b), chapter 7, for the regulated speed limit and other warnings.)
(NOS 12274) 8/90

COAST PILOT 3 27th Ed 1989 LAST NM 8/90

Page 6–Lines 29-39/R; read:
weather warning.
(1-1/89) 10/90

Page 17–Lines 48-49/L; read:
Avoidance of collision with offshore light stations and large navigational buoys . . .
(1-17/89) 10/90

Page 17–Line 59/L; read:
Experience shows that offshore light . . .
(1-17/89) 10/90

Page 17–Lines 63-64/L; read:
approaching fixed offshore light structures and large navigational buoys (LNB) on radio . . .
(1-17/89) 10/90

Page 17–Line 67/L; read:
It should be borne in mind that most . . .
(1-17/89) 10/90

Page 17–Lines 6-25/R; read:
pass close aboard.
(1-17/89) 10/90

Page 22–Lines 29-32/L; read:
vessel of the fact.
(1-17/89) 10/90

Page 104–Lines 24-25/R; read:
craft. In June 1989, the controlling depth was 6 1/2 feet in the dredged entrance channel, thence in . . .
(BP 138053) 16/90

Page 133–Lines 49-51/R; read:
Bay. In May–July 1988, the controlling depths were 5 1/2 feet (8 feet in the midchannel) in the channel leading eastward from the south end of the inlet to Daybeacon 6, thence 7 feet to . . .
(BPs 135828-29; CL867/88; 16/89 CG5) 16/90

Page 133–Lines 56-57/R; read:
Daybeacon 6. In May–July 1988, the midchannel controlling depth was 8 1/2 feet in the northerly channel. The Great Neck Road . . .
(BP 135828; CL867/88; 16/89 CG5) 16/90

Page 134–Lines 1-4/L; read:
in the vicinity of Daybeacon 11. In June 1988, the controlling depth was 8 feet in Long Creek. The 40-foot span of the Great Neck . . .
(CL 867/88; 16/89 CG5) 16/90

Page 143–Line 17/R; read:
has a clearance of 60 feet down and 145 feet up. The . . .
(CL 1262/89; 15/89 CG5) 16/90

Page 143–Line 21/R; read:
two shores has a clearance of 25 feet. The overhead . . .
(CL 1262/89; 15/89 CG5) 16/90

marked by three fixed red lights.
(CL 1262/89; 15/89 CG5) 16/90

Page 152–Lines 6-7/R; read:
of 6 feet 1.3 miles east of the point.
(12/89 CG5) 16/90

Page 153–Lines 63-64/R; read:
depths of 12 feet on the spit 2.3 miles from the point.
(12/89 CG5) 16/90

Page 156–Lines 41-42/R; read:
feet 0.6 mile southeast of Bull Neck. The light is 4.5 miles due west of . . .
(12/89 CG5) 16/90

Page 190–Line 6/L; read:
clearance of 75 feet.
(28/89 CG5) 16/90

Page 209–Line 12/R; read:
1986-September 1987, had a midchannel controlling depth of 18 feet.
(BPs 137491-93; 24/89 CG5) 16/90

Page 210–Lines 3-6/R; read:
buoys and a private **042°** lighted range, had a controlling depth of 38 feet in 1984-May 1988. **Dundalk West Channel,** marked by buoys and a private **030°** lighted range, had a controlling depth of 42 feet in August 1987-November 1988.
(BPs 137064-65; BPs 137067-68; 29/89 CG5; NOS 12281) 16/90

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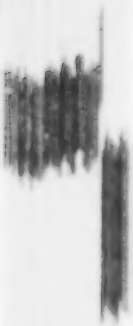

Page 213–Lines 20-21/L; read:
1988, the reported controlling depth was 7 1/2 feet through the entrance channel. A light and . . .
(22/89 CG5) 16/90

COAST PILOT 3 27th Ed 1989 LAST NM 16/90

Page 124–Lines 30-31/R; read:
of 4 feet can be carried through the marked-bay channel to near Light 9, thence in July 1984, 1 foot in the . . .
(BP 137050; CL 218/89; 16/89 CG5; NOS 12216) 18/90

Page 124–Lines 42-43/R; read:
miles above the mouth of the creek. In July 1984, the channel had a centerline controlling depth of 2 feet. The . . .
(BP 137050; CL 218/89; 16/89 CG5) 18/90

Page 126–Line 12/L; read:
of 66 feet crosses the inlet about 100 yards westward of . . .
(14/89 CG5; CP 3/126/89) 18/90

Page 126–Lines 42-43/L; read:
1984, the centerline controlling depths were 2 feet to Daybeacon 12, thence 1 foot to Daybeacon 13. A . . .
(BP 137050; CL 218/89; 16/89 CG5) 18/90

Page 126–Lines 58-61/L; read:
miles back of the outer beach. A channel, marked by seasonal buoys and daybeacons, passes through the bay and creek to Assawoman Canal and **Ocean View.** In July 1984, the centerline controlling depth was 1 foot. Gasoline and some supplies are available at Ocean View.
(BP 137050; CL 218/89; 16/89 CG5; NOS 12216) 18/90

Page 55–Line 7/L; read:
means of notification.

§165.506 Chesapeake Bay, Hampton Roads, Elizabeth River Southern Branch Liquefied Petroleum Gas Carrier Safety Zone.

(a) The waters within 250 feet from the port and starboard sides and 300 yards from the bow and stern of a vessel that is carrying liquefied petroleum gas in bulk as cargo are a safety zone while the vessel transits the Chesapeake Bay and Elizabeth River between Thimble Shoal Lighted Buoy #3 and the Atlantic Energy Terminal on the Southern Branch of the Elizabeth River.

(b) Except as provided in paragraph (c) of this section, the general safety zone regulations in **§ 165.23** apply to this safety zone. Permission to enter the safety zone may be obtained from the Captain of the Port or a designated representative, including the duty officer at the Coast Guard Marine Safety Office, Hampton Roads, or the Coast Guard patrol commander.

(c) A vessel that is moored at a marina, wharf, or pier or is at anchor may remain in the safety zone while a vessel carrying liquefied petroleum gas passes its location if the vessel remains at its moorage or anchorage during the period when its location is within the safety zone.

(d) A vessel that has had liquefied petroleum gas in a tank is carrying the liquefied petroleum gas in bulk as cargo for the purposes of paragraph (a) of this section, unless the tank has been gas freed since the liquefied petroleum gas was last carried as cargo.

(e) The Captain of the Port, Hampton Roads will issue a Marine Safety Information Broadcast Notice to Mariners to notify the maritime community of the scheduled arrival and departure of a liquefied petroleum gas carrier.
(FR 2/22/88) 19/90

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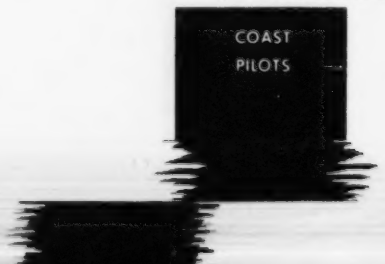

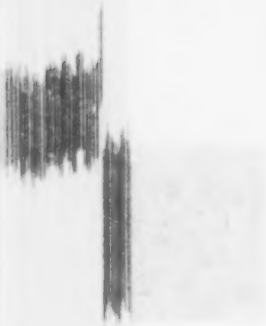

Page 86–Lines 15–16/R; read:
Service, chapter 1.) In September 1988–January 1990, the controlling depth was 11 feet through Cape May Inlet to the inner . . .
(BP 139739) 19/90

Page 106–Lines 41–44/L; read:
the directional light at the mouth of the creek. In September 1986, the controlling depth was 2 feet over the bar at the mouth of the creek, thence 2 feet on the centerline of the creek to the highway . . .
(CL 66/89) 19/90

Page 131–Line 35/R: read:
Sound on the south via the Intracoastal Waterway.

The waters surrounding a vessel that is carrying liquefied petroleum gas are a **safety zone** while the vessel transits the Chesapeake Bay and Elizabeth River. (See **165.506,** chapter 2, for limits and regulations.
(FR 2/22/88) 19/90

COAST PILOT 3 27th Ed 1989 LAST NM 19/90

Page 18–Lines 32-56/R; read:

(insert after: LORAN - C information from back of Coast Pilots section).
(LL/90) 21/90

COAST PILOT 3 27th Ed 1989 LAST NM 21/90

Page 104–Lines 50-53/L; read:
In May 1989, the centerline controlling depth was 3 1/2 feet through the jetties, thence in November 1988, the centerline controlling depth was 2 feet from the jetties to the State Route 14 bascule bridge just east of **Milford,** thence the river channel shoals from 2 feet to 1 1/2 feet . . .
(BPs 136256-60; 33/89 CG5; 5/89 CG5) 30/90

miles above the mouth, has a fixed span with a clearance of 19 feet, overhead power and TV cables above . . .
(CL 1514/89; 6/90 CG5) 30/90

Page 117–Lines 14-19L; read:
Holly bridge, 11.5 miles above the mouth.
(CL 1514/89; 6/90 CG5) 30/90

Page 120–Line 16/R; read:
which are prescribed by the Secretary of the Army.
(CP 3-120/90) 30/90

Page 120–Line 18/R; read:
amended effective 1 April 1985 and 2 May 1988. Copies of the approved . . .
(CP 3-120/90) 30/90

Page 120–Lines 24-27/R; read:
a. The maximum overall length of tugs and tows which may . . .
(CP 3-120/90) 30/90

Page 124–Lines 14-15/L; read:
September 1989, the controlling depth in the dredged entrance channel between the jetties was 5 feet. Gasoline . . .
(BP 138731; CL 1084/89; 32/89 CG5) 30/90

Page 124–Line 22/L; read:
September 1989, the midchannel controlling depths were 4 feet . . .
(CL 1084/89) 30/90

Page 124–Lines 38-41/L; read:
Rehoboth Beach. In September 1989, the controlling depth was 5 feet in the Roosevelt Inlet channel, thence in March 1989, 5 feet on the centerline to the turning basin, with depths of 2 1/2 to 5 feet in

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Please Highly Bound

the middle part of the basin, and . . .
(BP 138731; BP 137275;
CL 1084/89; 32/89 CG5) 30/90

Page 127–Line 55/R; read:
depth of 11 feet over a wreck. A buoy is 0.6 mile . . .
(38/89 CG5) 30/90

Page 128–Lines 52-53/R; read:
yourself repairs. In January 1989, the dredged channel in Parting Creek had a controlling depth of 7 . . .
(BPs 138068-69) 30/90

Page 146–Line 39/L; read:
bridge has a clearance of 113 feet.
In July 1989, twin fixed highway bridges with design clearances of 40 feet were under construction 3.1 miles above the mouth of Appomattox River.
(CL 310/90; 28/89 CG5) 30/90

Page 152–Lines 39-41/R; read:
entrance. In February-March 1989, the controlling depth was 1 foot in the entrance channel to Light 5, thence 3 1/2 feet at midchannel to the turning basin, and 5 1/2 feet in the basin. The . . .
(BP 138589; 46/89 CG5) 30/90

Page 156–Line 20/1; read:
fixed highway bridge about 0.5 mile below the dock and the fixed railroad bridge just above the dock have clearances . . .
(CL 1275/90; 46/89 CG5) 30/90

Page 162–Lines 59-61/L; read:
and the other at the southeasterly end. In May 1989, the controlling depths were 6 feet in the northwesterly channel and 5 1/2 feet in . . .
(BPs 139439-40; 6/90 CG5) 30/90

depth was 6 1/2 feet (7 1/2 feet at midchannel) in the entrance channel off **Gum Bar Point** to the basin; depths of 6 to 7 feet were in the basin. The . . .
(BPs 139437-38; 6/90 CG5) 30/90

Page 171–Line 32/L; read:
A light is just off Drum Point.
(42/89 CG5) 30/90

Page 187–Lines 25-26/R; read:
Rhodes Point, in September 1989, had a controlling depth of 3 1/2 feet at midchannel. An overhead power cable . . .
(BP 139470) 30/90

Page 187–Lines 36-38/R; read:
from Chesapeake Bay through the gut. In September 1989, the controlling depth was 1 1/2 feet. Several other . . .
(BPs 139470-71; 6/90 CG5) 30/90

Page 189–Lines 28-30/L; read:
pleasure craft. A channel marked by lights and daybeacons leads to the village of **Rumbley** on the northeast side of the creek. In November 1989, the controlling depth was 2 1/2 . . .
(BP 139469) 30/90

Page 189–Lines 45-48/L; read:
Wenona. In April 1989, the controlling depth was 5 1/2 feet at midchannel with 6 1/2 feet in the basin. Gasoline, diesel fuel and some supplies can . . .
(BP 139468) 30/90

Page 189–Lines 53-56/L; read:
Deal Island. In April 1989, the midchannel controlling depth was 7 feet from the entrance to the

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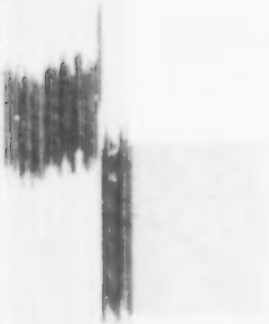

(continued)
anchorage basin, thence depths of 4 to 9 feet were in the basin except for shoaling to 1 foot along the northeast edge. A . . .
(BP 139467) 30/90

Pge 190–Line 53/L; read:
feet (4 1/2 feet at midchannel) in January 1989, leads to a small boat harbor, protected . . .
(BPs 140332-33; CL 1461/89; 6/90 CG5) 30/90

Page 191–Lines 20-21/L; read:
in June 1989, had a controlling depth of 5 1/2 feet at midchannel to the wharves just inside; gasoline is available . . .
(BP 139466; 8/90 CG5) 30/90

Page 192–Lines 11-14/R; read:
the head of the bay. In March 1989, the mid-channel controlling depths were 5 1/2 feet in the dredged channel and 5 to 6 feet in the turning basin; thence a controlling depth of 6 feet was in the anchorage basin and 2 1/2 feet in the channel south of the . . .
(BP 139464) 30/90

COAST PILOT 3 27th Ed 1989 LAST NM 30/90
Page 32–Lines 28/L-68/R; read:
restricted.

§110.168 Hampton Roads, Virginia, and adjacent waters.

(a) Anchorage Grounds-(1) Cape Henry Anchorage. Anchorage A (Naval Anchorage). The waters bounded by the shoreline and a line connecting the following points:
36°55′33.0″N., 76°02′47.0″W.
36°57′02.8″N., 76°03′02.6″W.
36°56′45.0″N., 76°01′30.0″W.
36°55′54.0″N., 76°01′37.0″W.

(2) Chesapeake Bay, Thimble Shoals Channel Anchorages-(i) Anchorage B (Naval Anchorage). The waters bounded by a line connecting the following points:
36°57′58.0″N., 76°06′07.0″W.
36°57′11.0″N., 76°03′02.1″W.
36°55′48.8″N., 76°03′14.0″W.
36°56′31.8″N., 76°06′07.0″W.
36°57′04.0″N., 76°06′07.0″W.
36°57′08.5″N., 76°06′24.5″W.

(ii) Anchorage C (Naval Anchorage). The waters bounded by a line connecting the following points:
36°58′54.8″N., 76°09′41.5″W.
36°58′18.8″N., 76°07′18.0″W.
36°57′27.0″N., 76°07′37.5″W.
36°58′04.0″N., 76°10′00.0″W.

(iii) Anchorage D (Naval Anchorage). The waters bounded by the shoreline and a line connecting the following points:
36°55′49.0″N., 76°10′32.8″W.
36°58′04.0″N., 76°10′02.1″W.
36°57′31.2″N., 76°07′54.8″W.
36°55′24.1″N., 76°08′28.8″W.

(iv) Anchorage E (Commercial Explosive Anchorage). The waters bounded by a line connecting the following points:
36°59′58.7″N., 76°13′47.0″W.
36°59′08.2″N., 76°10′33.8″W.
36°58′13.0″N., 76°10′51.8″W.
36°59′02.0″N., 76°14′10.2″W.

(A) Explosive Handling Berth E-1: (Explosives Anchorage Berth): The waters bounded by the arc of a circle with a radius of 500 yards and with the center located at:
36°59′05.0″N., 76°11′23.0″W.

(3) Hampton Roads Anchorages-(i) Anchorage F, Hampton Bar. The waters bounded by a line connecting the following points:
36°59′51.6″N., 76°19′12.0″W.
36°59′25.2″N., 76°18′48.5″W.
36°58′49.1″N., 76°19′33.8″W.
36°59′25.0″N., 76°20′07.0″W.

(A) Anchorage Berth F-1. The waters bounded by the arc of a circle with a radius of 400 yards

(continued on next page)

Quantities of COAST PILOT

36°59'16.7"N., 76°19'39.0"W.

(B) Anchorage Berth F-2. The waters bounded by the arc of a circle with a radius of 400 yards and with the center located at:

36°59'31.8"N., 76°19'16.0"W.

(ii) Anchorage G, Hampton Flats (Naval Explosives Anchorage). The waters bounded by a line connecting the following points:

36°59'25.0"N., 76°20'07.0"W.
36°58'49.1"N., 76°19'33.8"W.
36°57'41.4"N., 76°21'07.7"W.
36°57'34.6"N., 76°21'26.7"W.
36°57'31.1"N., 76°22'01.9"W.
36°57'07.0"N., 76°22'03.0"W.
36°58'54.8"N., 76°21'42.6"W.

(A) Explosives Handling Berth G-1. The waters bounded by the arc of a circle with a radius of 500 yards and with the center located at:

36°57'50.0"N., 76°21'37.0"W.

(B) Explosives Handling Berth G-2. The waters bounded by the arc of a circle with a radius of 500 yards and with the center located at:

36°58'14.0"N., 76°21'01.5"W.

(C) Explosives Handling Berth G-3. The waters bounded by the arc of a circle with a radius of 500 yards and with the center located at:

36°58'34.5"N., 76°20'31.0"W.

(D) Explosives Handling Berth G-4. The waters bounded by the arc of a circle with a radius of 500 yards and with the center located at:

36°58'53.4"N., 76°20'05.0"W.

(iii) Anchorage H, Newport New Bar. The waters bounded by a line connecting the following points:

36°58'07.0"N., 76°22'03.0"W.
36°57'31.1"N., 76°22'01.9"W.
36°57'18.0"N., 76°24'11.2"W.
36°57'38.3"N., 76°24'20.0"W.
36°57'51.8"N., 76°22'31.0"W.

(4) James River Anchorage-(i) Anchorage I, Newport News. The waters bounded by a line connecting the following points:

36°56'03.0"N., 76°24'37.0"W.
36°57'53.7"N., 76°26'41.5"W.
36°58'23.0"N., 76°27'11.0"W.
36°58'48.5"N., 76°27'11.0"W.
36°58'35.4"N., 76°26'02.8"W.
36°57'51.7"N., 76°26'02.8"W.
36°57'30.6"N., 76°25'34.5"W.

(A) Anchorage Berth I-1. The waters bounded by the arc of a circle with a radius of 400 yards and with the center located at:

36°57'08.5"N., 76°25'21.6"W.

(B) Anchorage Berth I-2. The waters bounded by the arc of a circle with a radius of 400 yards and with the center located at:

36°57'22.4"N., 76°25'47.7"W.

(ii) Anchorage J, Newport News Middle Ground. The waters bounded by a line connecting the following points:

36°57'21.0"N., 76°22'22.1"W.
36°56'46.5"N., 76°22'39.3"W.
36°56'25.3"N., 76°23'48.0"W.
36°57'10.2"N., 76°24'09.9"W.

(iii) Anchorage K, Newport News Middle Ground. The waters bounded by a line connecting the following points:

36°57'55.8"N., 76°20'20.1"W.
36°57'07.9"N., 76°20'32.2"W.
36°56'48.8"N., 76°20'32.2"W.
36°55'59.9"N., 76°22'11.7"W.
36°55'59.9"N., 76°24'00.0"W.
36°56'25.3"N., 76°23'48.0"W.
36°56'46.5"N., 76°22'39.3"W.
36°57'21.0"N., 76°22'22.1"W.
36°57'28.1"N., 76°21'11.7"W.

(A) Anchorage Berth K-1. The waters bounded by a line connecting the following points:

36°57'56.1"N., 76°20'31.5"W.
36°57'08.0"N., 76°20'32.2"W.

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36°57'28.1"N., 76°21'11.7"W.

(B) Anchorage Berth K-2. The water bounded by a line connecting the following points:

36°57'23.4"N., 76°21'58.5"W.
36°57'28.1"N., 76°21'11.7"W.
36°57'15.0"N., 76°20'46.4"W.
36°57'02.1"N., 76°21'09.5"W.

(C) Anchorage Berth K-3. The waters bounded by the arc of a circle with a radius of 300 yards and with the center located at:

36°57'12.9"N., 76°22'14.2"W.

(iv) Anchorage Berth L, Craney Island Flats. The waters bounded by a line connecting the following points:

36°56'48.8"N., 76°20'20.1"W.
36°56'04.2"N., 76°20'23.7"W.
36°55'59.9"N., 76°22'11.7"W.

(5) Norfolk Harbor Channel Anchorages-(i) Anchorage M. The waters bounded by a line connecting the following points:

36°55'37.6"N., 76°19'48.1"W.
36°55'22.1"N., 76°19'48.1"W.
36°55'20.5"N., 76°20'14.9"W.
36°55'36.8"N., 76°20'13.6"W.

(ii) Anchorage N. The waters bounded by a line connecting the following points:

36°54'35.3"N., 76°19'47.5"W.
36°54'03.9"N., 76°19'45.0"W.
36°53'55.0"N., 76°20'09.0"W.
36°54'43.5"N., 76°20'18.0"W.
36°54'47.2"N., 76°20'17.7"W.

(iii) Anchorage O. The waters bounded by a line connecting the following points:

36°53'28.0"N., 76°19'16.3"W.
36°53'00.0"N., 76°19'29.9"W.
36°53'04.9"N., 76°20'01.2"W.
36°53'28.0"N., 76°20'05.1"W.

(6) Elizabeth River Anchorages-(i) Anchorage P, Lambert's Point. The waters bounded by a line connecting the following points:

36°52'18.8"N., 76°20'34.3"W.
36°52'22.2"N., 76°20'03.8"W.

(ii) Anchorage Q. The waters bounded by a line connecting the following points:

36°52'17.8"N., 76°19'38.8"W.
36°52'01.1"N., 76°19'15.5"W.
36°51'56.4"N., 76°19'21.7"W.
36°51'12.6"N., 76°19'45.1"W.

(iii) Anchorage R, Port Norfolk. The waters bounded by a line connecting the following points:

36°51'45.7"N., 76°19'31.5"W.
36°51'45.8"N., 76°19'20.7"W.
36°51'37.8"N., 76°19'24.3"W.
36°51'32.5"N., 76°19'31.1"W.
36°51'40.7"N., 76°19'37.3"W.
36°51'45.7"N., 76°19'31.5"W.

(iv) Anchorage S, Port Norfolk. The waters bounded by a line connecting the following points:

36°51'42.1"N., 76°19'15.5"W.
36°51'33.1"N., 76°19'02.6"W.
36°51'31.9"N., 76°19'17.0"W.

(v) Anchorage T, Hospital Point. The waters bounded by a line connecting the following points:

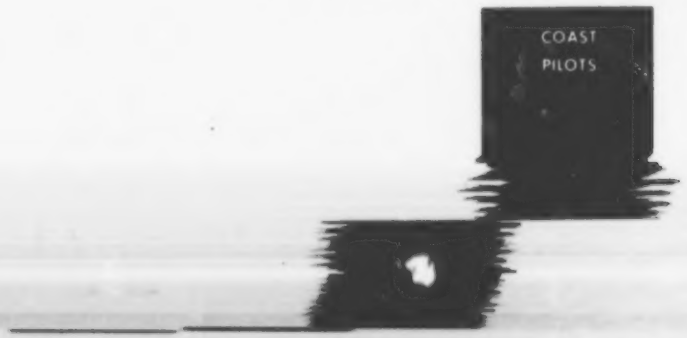
36°51'05.4"N., 76°18'22.4"W.
36°50'54.2"N., 76°17'52.2"W.
36°50'36.7"N., 76°17'52.8"W.
36°50'33.6"N., 76°17'58.8"W.
36°50'49.3"N., 76°18'09.0"W.
36°50'50.3"N., 76°18'07.8"W.
36°50'56.2"N., 76°18'12.5"W.
36°51'01.8"N., 76°18'32.3"W.

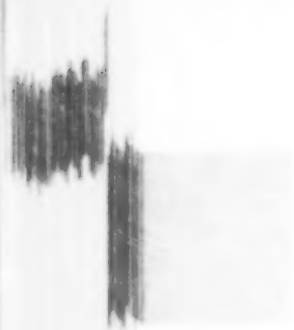
(7) Anchorage U, The Hague. The waters of the basin known as "The Hague", north of the Brambleton Avenue Bridge, except for the area within 100 feet to the bridge span that provides access to and from the Elizabeth River.

(b) Definitions. As used in this section:

(1) "Dangerous cargo" means "certain dangerous cargo" as defined in §160.203 of this title.

(2) "Military explosives" means "military explo-





sives" as defined in 46 CFR 146.29-11.

(c) General Regulations. (1) Excepet as otherwise provided, this section applies to vessels over 65 feet long and vessels carrying or handling dangerous cargo or military explosives while anchored in an anchorage ground described in this section.

(2) Except as otherwise provided, a vessel may not occupy an anchorage for more than 30 days, unless the vessel obtains a permit from the Captain of the Port.

(3) Except in an emergency, a vessel that is likely to sink or otherwise become a menance or obstruction to navigation or the anchoring of other vessels may not occupy an anchorage, unless the vessels obtain a permit from the Captain of the Port.

(4) The Captain of the Port may, upon application, assign a vessel to a specific berth within an anchorage for a specified period of time.

(5) The Captain of the Port may grant a revocable permit to a vessel for a habitual use of a berth. Only the vessel that holds the revocable permit may use the berth during the period that the permit is in effect.

(6) The Commander, Fifth Coast Guard District, may authorize the establishment and placement of temporary mooring buoys within the berth. Placement of a fixed structure within an anchorage may be authorized by the District Engineer, U.S. Army Corps of Engineers.

(7) If an application is for the long-term lay up of a vessel, the Captain of the Port may establish special conditions in the permit with which the vessel must comply.

(8) Upon notification by the Captain of the Port to shift its position within an anchorage, a vessel at anchor shall get underway at once or signal for a tug. The vessel shall move to its new location in a prompt manner.

(9) The Captain of the Port may prescribe specific conditions for vessels anchoring within the anchorage described in this section, including, but not limited to, the number and location of anchors, scope of chain, readiness of engineering plant and equipment, usage of tugs, and requirements for maintaining communications guards on selected radio frequencies.

(10) A vessel that does not have a sufficient crew on board to weigh anchor at any time shall have two anchors in place with a mooring swivel, unless the Captain of the Port shall waive this requirement. Members of the crew may not be released until the required anchors have been set.

(11) No vessel at anchor or at a mooring within an anchorage may transfer oil to another vessel unless the vessel has given the Captain of the Port the four hours advanced notice required by §156.118 of this title.

(12) Barges may not anchor in the deeper portions of anchorages or interfere with the anchoring of deep draft vessels.

(13) Barges towed in tandem to an anchorage shall be nested together when anchored.

(14) Any vessel anchored or moored in an anchorage adjacent to the Chesapeake Bay Bridge Tunnel or I-664 Bridge Tunnel shall be capable of getting underway within 30 minutes with sufficient power to keep free of the bridge tunnel complex.

(15) A vessel may not anchor or moor in an anchorage adjacent to the Chesapeake Bay Bridge Tunnel or the I-664 Bridge if its steering or main propulsion equipment is impaired.

(d) Regulations for Vessels Carrying or Handling Dangerous Cargoes or Military Explosives. (1) Paragraph (d) of the section applies to any vessel, except a naval vessel carrying or handling dangerous cargoes or military explosives.

(2) Unless otherwise directed by the Captain of the Port, a vessel handling or carrying dangerous cargoes or military explosives must be anchored or moored within Anchorage Berth E-1.

(3) Any vessel used in connection with loading or unloading dangerous cargo or military explosives

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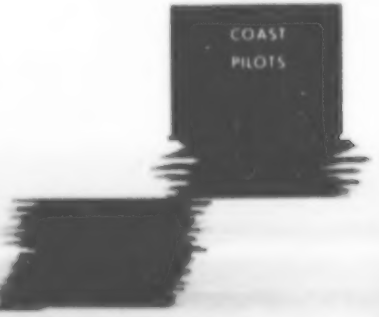

in an anchorage, including tugs and stevedore boats, must carry a written permit issued by the Captain of the Port.

(4) The Captain of the Port may require every individual having business on board a vessel that is handling dangerous cargo or military explosives while in an anchorage, other than members of the crew, to have a pass issued by the Captain of the Port or other form of identification prescribed by the Captain of the Port.

(5) Every individual having business on board a vessel that is handling dangerous cargo or military explosives while in an anchorage, other than members of the crew, shall present the pass of identification prescribed by paragraph (d)(4) of this section to any Coast Guard boarding officer who requests it.

(6) The Captain of the Port may revoke at any time a pass issued under the authority of paragraph (d)(4) of this section.

(7) A non-self-propelled vessel carrying dangerous cargo or military explosives shall have a tug in attendance at all times while at anchor.

(8) A vessel that is carrying or handling dangerous cargo or military explosives while at anchor shall display by day a red flag in a prominent location and by night a fixed red light.

(e) Quarantine Anchorage Regulations. (1) Anchorage Berth K-3 is the "Quarantine Anchorage".

(2) Any vessel that requires examination by quarantine, customs or immigration authorities, but whose draft or size prevents it from using Anchorage Berth K-3, may anchor in another anchorage that it is otherwise authorized to use, if the vessel notifies the Captain of the Port and the agency that ordered the vessel to the "Quarantine Anchorage".

(f) Regulations for Specific Anchorages. (1) Anchorange A. Except for a naval vessel, military support vessel or vessel in an emergency situation, a vessel may not anchor in Anchorage A without the permission of the Captain of the Port. The Captain of the Port shall consult with the Commander, Naval Amphibious Base Little Creek, before granting a vessel permission to anchor in Anchorage A.

(2) Anchorages B and C. Except for a naval vessel, a vessel may not anchor in Anchorage B or C without the permission of the Captain of the Port. The Captain of the Port shall consult with the Commander, Naval Amphibious Base Little Creek, before granting a vessel permission to anchor in Anchorage B or C.

(3) Anchorage D. Except for a naval vessel or vessel in an emergency situation, a vessel may not anchor in Anchorage D without the permission of the Captain of the Port. The Captain of the Port shall consult with the Commander, Naval Amphibious Base Little Creek, before granting a vessel permission to anchor in Anchorage D.

(4) Anchorage E. (i) A vessel may not anchor in Anchorage E without a permit issued by the Captain of the Port.

(ii) The Captain of the Port shall give commercial vessels priority over naval and public vessels.

(iii) The Captain of the Port may at any time revoke a permit to anchor in Anchorage E issued under the authority of paragraph (f)(4)(i) of this section.

(iv) A vessel may not anchor in Anchorage Berth E-1 unless it is carrying or handling dangerous cargo or military explosives.

(v) A vessel may not anchor within 500 yards of Anchorage Berth E-1 without the permission of the Captain of the Port, if the berth is occupied by a vessel carrying or handling dangerous cargo or military explosives.

(5) Anchorage F. A vessel less than 700 feet long or having a draft less than 40 feet may not anchor in Anchorage F without the permission of the Captain of the Port.

(6) Anchorage G. (i) Except for a naval vessel,

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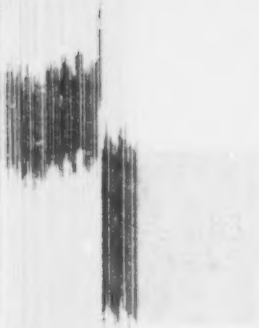


a vessel may not anchor in Anchorage G without the permission of the Captain of the Port.

(ii) When handling or transferring military explosives in Anchorage G, naval vessels must comply with Department of Defense Ammunition and Explosives Safety Standards, or the standards in this section, whichever are the more stringent.

(iii) When barges and other vessels carrying military explosives are berthed at the Ammunition Barge Mooring Facility, located at latitude 36°58′34″N., longitude 76°21′12″W., no other vessel, except a vessel that is receiving or offloading military explosives, may anchor within 1,000 yards of the Ammunition Barge Mooring Facility.

(iv) Whenever a vessel is handling or transferring military explosives while at anchor in Anchorage G, no other vessel may anchor in Anchorage G without the permission of the Captain of the Port. The Captain of the Port shall consult with the Commander, Naval Base Norfolk, before granting a vessel permission to anchor in Anchorage G.

(v) A vessel located within Anchorage G may not handle or transfer military explosives within 400 yards of Norfolk Harbor Entrance Reach.

(vi) A vessel may not handle or transfer military explosives within 850 yards of another anchored vessel, unless the other vessel is also handling or transferring military explosives.

(vii) A vessel may not handle or transfer military explosives within 850 yards of Anchorage F or H.

(7) Anchorage I – Anchorage Berths I-1 and I-2. A vessel that is 500 feet or less in length or that has a draft of 30 feet or less may not anchor in Anchorage Berth I-1 and I-2 without the permission of the Captain of the Port.

(8) Anchorage K-(i) Anchorage Berths K-1 and K-2. A vessel that is 500 feet or less in length or that has a draft of 30 feet or less may not anchor in Anchorage Berth K-1 or K-2 without the permission of the Capain of the Port.

(ii) A vessel that is arriving from or departing for sea and that requires an examination by public health, customs, or immigration authorities may anchor in Anchorage Berth K-3.

(iii) Unless directed by the Captain of the Port, a vessel that does not require an examination by public health, customs or immigration authorities may not anchor in Anchorage Berth K-3.

(iv) Every vessel using Anchorage Berth K-3 shall be prepared to move promptly under its own power to another location when directed by the Captain of the Port and shall promptly vacate Anchorage Berth K-3 after being examined and released by authorities.

(v) When any vessel using Anchorage Berth K-3 is under the charge of a pilot, the pilot shall remain on board while the vessel is in Anchorage Berth K-3.

(vi) Any non-self-propelled vessel using Anchorage Berth K-3 shall have a tugboat in attendance while undergoing examination by quarantine, customs or immigration authorities, except with the permission of the Captain of the Port.

(9) Anchorage P. (i) A vessel waiting to be loaded may not remain in Anchorage P longer than 48 hours, except when non-availability of loading facilities, inclement weather, ice conditions, or other circumstances beyond the vessel's control prohibit it from moving.

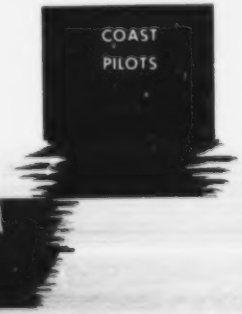
(ii) A vessel loaded with cargo may not remain in Anchorage P for more than 12 daylight hours without permission from the Captain of the Port.

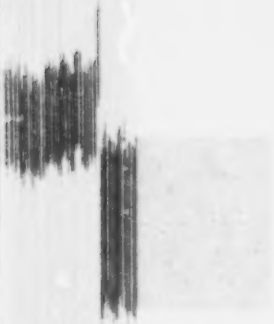
(10) Anchorage T. Portions of this anchorage are a special anchorage area under §110.72aa of this Title during marine events regulated under §100.501 of this Title.

(11) Anchorage U. (i) A vessel may not anchor in Anchorage U unless it is a recreational vessel.

(ii) No float. raft, lighter, houseboat, or other craft may be laid up for any reason in Anchorage U without the permission of the Captain of the Port.

(FR 1/9/89; FR 2/17/89) 35/90





Page 33–Lines 1/L-68/R; strike out.
(FR 1/9/89; FR 2/17/89) 35/90

Page 34–Lines 1/L-67/R; strike out.
(FR 1/9/89; FR 2/17/89) 35/90

Page 35–Lines 1/L-64/R; read:
Part 117-Drawbridge Operation Regulations
(FR 1/9/89; FR 2/17/89) 35/90

Page 52–Lines 2-68/R; read:
Limited Access Areas

§165.501 Chesapeake Bay Entrance and Hampton Roads, Virginia and Adjacent Waters-Regulated Navigation Area.

(a) Regulated Navigation Area. The waters enclosed by the shoreline and the following lines are a Regulated Navigation Area:

(1) A line drawn across the entrance to Chesapeake Bay between Wise Point and Cape Charles Light, and then continuing to Cape Henry Light.

(2) A line drawn across the Chesapeake Bay between Old Point Comfort Light and Cape Charles City Range "A" Rear Light.

(3) A line drawn across the James River along the eastern side of the U.S. Route 17 highway bridge, between Newport News and Isle of Wight County, Virginia.

(4) A line drawn across Chuckatuck Creek along the northern side of the north span of the U.S. Route 17 highway bridge, between Isle of Wight County and Suffolk, Virginia.

(5) A line drawn across the Nansemond River along the northern side of the Mills Godwin (U.S. Route 17) Bridge, Suffolk, Virginia.

(6) A line drawn across the mouth of Bennetts Creek, Suffolk, Virginia.

(7) A line drawn across the Western Branch of the Elizabeth River along the eastern side of the West Norfolk Bridge, Portsmouth, Virginia.

(8) A line drawn across the Southern Branch of the Elizabeth River along the northern side of the I-64 highway bridge, Chesapeake, Virginia.

(9) A line drawn across the Eastern Branch of the Elizabeth River along the western side of the west span of the Campostella Bridge, Norfolk, Virginia.

(10) A line drawn across the Lafayette River along the western side of the Hampton Boulevard Bridge, Norfolk, Virginia.

(11) A line drawn across Little Creek along the eastern side of the Ocean View Avenue (U.S. Route 60) Bridge, Norfolk, Virginia.

(12) A line drawn across Lynnhaven inlet along the northern side of the Shore Drive (U.S. Route 60) Bridge, Virginia Beach, Virginia.

(b) Definitions. In this section:

(1) "CBBT" means the Chesapeake Bay Bridge Tunnel.

(2) "Thimble Shoal Channel" consists of the waters bounded by a line connecting Thimble Shoal Channel Lighted Bell Buoy 1TS, thence to Lighted Gong Buoy 17, thence to Lighted Buoy 19, thence to Lighted Buoy 21, thence to Lighted Buoy 22, thence to Lighted Buoy 18, thence to Lighted Buoy 2, thence to the beginning.

(3) "Thimble Shoal North Auxiliary Channel" consists of the waters in rectangular area 450 feet wide adjacent to the north side of Thimble Shoal Channel, the southern boundary of which extends from Thimble Shoal Channel Lighted Buoy 2 to Lighted Buoy 18.

(4) "Thimble Shoal South Auxiliary Channel" consists of the waters in a rectangular area 450 feet wide adjacent to the south side of the Thimble Shoal Channel, the northern boundary of which extends from Thimble Shoal Channel Lighted Bell Buoy 1TS, thence to Lighted Gong Buoy 17 thence to Lighted Buoy 19, thence to Lighted Buoy 21.

(c) Applicability. This section applies to all vessels operating within the Regulated Navigation Area, including naval and public vessels, except vessels that are engaged in the following operations:

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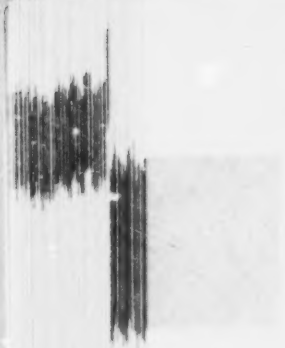

(1) Law Enforcement

(2) Servicing aids to navigation

(3) Surveying, maintenance, or improvement of waters in the Regulated Navigation Area.

(d) Regulations.-(1) Anchoring restrictions.

(i) No vessel over 65 feet long may anchor or moor in this Regulated Navigation Area outside an anchorage designated in §110.168 of this title, unless:

(A) The vessel has the permission of the Captain of the Port.

(B) The vessel is carrying explosives for use on river or harbor works or on other work under a permit issued by the District Engineer, Corps of Engineers, and the vessel is anchored in or near the vicinity of the work site. The District Engineer shall prescribe the quantities of explosives allowed on the vessel and the conditions under which the vessel may store or handle explosives. The vessel may not anchor unless a copy of the permit and instructions relating to the carriage and handling of explosives from the Corps of Engineers to the vessel or contractor are provided to the Captain of the Port before the vessel anchors.

(ii) A vessel may anchor in a channel with the permission of the Captain of the Port, if the vessel is authorized by the District Engineer to engage in recovery of sunken property, to lay or repair a legally established pipeline or cable, or to engage in dredging operations.

(iii) A vessel engaged in river and harbor improvement work under the supervision of the District Engineer may anchor in a channel, if the District Engineer notifies the Captain of the Port in advance of the start of the work.

(iv) Except as provided in paragraphs (d)(1)(ii) and (iii) of this section, a vessel may not anchor in a channel unless it is unable to proceed without endangering the safety of persons, property, or the environment.

(v) A vessel that is anchored in a channel because it is unable to proceed without endangering the safety of persons, property or the environment, shall:

(A) Not anchor, if possible, within a cable or pipeline area.

(B) Not obstruct or endanger the passage of any vessel.

(C) Anchor near the edge of the channel, if possible.

(D) Not interfere with the free navigation of any channel.

(E) Not obstruct the approach to any pier.

(F) Not obstruct aids to navigation or interfere with range lights.

(G) Move to a designated anchorage or get underway as soon as possible or when directed by the Captain of the Port.

(vi) A vessel may not anchor within the confines of Little Creek Harbor, Desert Cove, or Little Creek Cove without the permission of the Captain of the Port. The Captain of the Port shall consult with the Commander, Naval Amphibious Base Little Creek, before granting permission to anchor within this area.

(2) Secondary Towing Rig Requirements. (i) A vessel over 100 gross tons may not be towed in this Regulated Navigation Area unless it is equipped with a secondary towing rig, in addition to its primary towing rig, that:

(A) Is of sufficient strength for towing the vessel.

(B) Has a connecting device that can receive a shackle pin of at least two inches in diameter.

(C) Is fitted with a recovery pickup line led outboard of the vessel's hull.

(ii) A tow consisting of two or more vessels, each of which is less than 100 gross tons, that has a total gross tonnage that is over 100 gross tons, shall be equipped with a secondary towing rig between each vessel in tow, in addition to its

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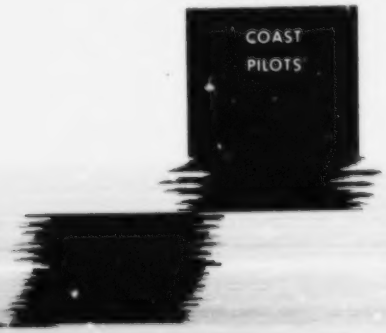
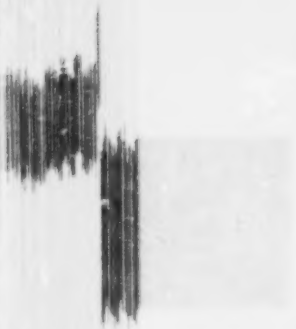




primary towing rigs, while the tow is operating within this Regulated Navigation Area. The secondary towing rig must:

(A) Be of sufficient strength for towing the vessels.

(B) Have connecting devices that can receive a shackle pin of at least two inches in diameter.

(C) Be fitted with recovery pickup lines led outboard of the vessel's hulls.

(3) Anchoring Detail Requirements. A self-propelled vessel over 100 gross tons, which is equipped with an anchor or anchors (other than a tugboat equipped with bow fenderwork of a type of construction that prevents an anchor being rigged for quick release), that is underway within two nautical miles of the CBBT or the I-664 Bridge Tunnel shall station its personnel at locations on the vessel without delay in an emergency.

(4) Draft Limitations. A vessel drawing less than 25 feet may not enter the Thimble Shoal Channel, unless the vessel is crossing the channel. Channel crossings shall be made as perpendicular to the channel axis as possible.

(5) Traffic Directions. (i) Except when crossing the channel, a vessel in the Thimble Shoal North Auxiliary Channel shall proceed in a westbound direction.

(ii) Except when crossing the channel, a vessel in the Thimble Shoal South Auxiliary Channel shall proceed in an eastbound direction.

(6) Restrictions of Vessels With Impaired Maneuverability.–(i) Before entry. A vessel over 100 gross tons whose ability to maneuver is impaired by hazardous weather, defective steering equipment, defective main propulsion machinery, or other damage, may not enter the Regulated Navigation Area without the permission of the Captain of the Port, unless the vessel is attended by one or more tugboats with sufficient total power to ensure the vessel's safe passage through

(ii) After entry. The master of a vessel over 100 gross tons, which is underway in the Regulated Navigation Area, shall, as soon as possible, do the following, if the vessel's ability to maneuver becomes impaired for any reason:

(A) Report the impairment to the Captain of the Port.

(B) Unless the Captain of the Port waives this requirement, have one or more tugboats with sufficient total power to ensure the vessel's safe passage through the Regulated Navigation Area, attend the vessel.

(7) Requirements for Navigation Charts, Radars, and Pilots. No vessel over 100 gross tons may enter the Regulated Navigation Area, unless it has on board:

(i) Corrected charts of the Regulated Navigation Area.

(ii) An operative radar during periods of reduced visibility; or

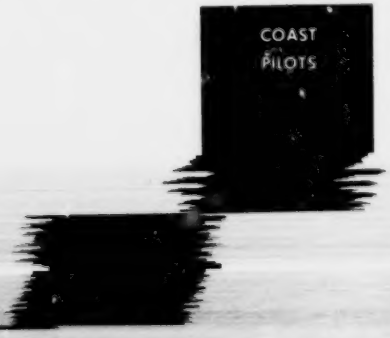
(iii) A pilot or other person on board with previous experience navigating vessel on the waters of the Regulated Navigation Area.

(8) Emergency Procedures. (i) Except as provided in paragraphs (d) (8) (ii) and (iii) of this section, in an emergency any vessel may deviate from the regulations in this section to the extent necessary to avoid endangering the safety of persons, property, or the environment.

(ii) A vessel over 100 gross tons with an emergancy that is located within two nautical miles of the CBBT or I-664 Bridge Tunnel (other than a self-propelled vessel that is capable of getting underway in 30 minutes, has sufficient power to avoid any bridge, tunnel island, or vessel, and whose maneuverability is not impaired by a steering equipment or main propulsion defect):

(A) Shall notify the Captain of the Port of its location and the nature of the emergency, as

(continued on next page)



[redacted]

soon as possible.

(B) May not anchor outside an anchorage designated in §110.168 of this title, unless the vessel is unable to proceed to an anchorage without endangering the safety of persons, property, or the environment.

(C) Shall make arrangements for one or more vessels to attend the vessel, with sufficient power to keep the vessel in position.

(iii) If a vessel over 100 gross tons must anchor outside an anchorage because the vessel is unable to proceed without endangering the safety of persons, property, or the environment, the vessel shall:

(A) Not anchor, if possible, within a cable or pipeline area.

(B) Not obstruct or endanger the passage of any vessel.

(C) Not interfere with the free navigation of any channel.

(D) Not obstruct the approach to any pier.

(E) Not obstruct aids to navigation or interfere with range lights.

(F) Move to a designated anchorage or get underway as soon as possible or when directed by the Captain of the Port.

(9) Vessel Speed Limits on Little Creek. A vessel may not proceed at a speed over five knots between the Route 60 bridge and the mouth of Fishermans Cove (Northwest Branch of Little Creek).

(10) Vessel Speed Limits on the Southern Branch of the Elizabeth River. A vessel may not proceed at a speed over six knots between the junction of the Southern and Eastern Branches of the Elizabeth River and the Norfolk and Portsmouth Belt Line Railroad Bridge between Chesapeake and Portsmouth, Virginia.

(11) Restrictions on Vessel Operations During Aircraft Carrier and Other Large Naval Vessel Transits of the Elizabeth River. (i) Except for a vessel that is moored at a marina, wharf, or pier within or remain within 500 yards from a naval aircraft carrier or other large naval vessel, which is restricted in its ability to maneuver in the confined waters, while the aircraft carrier or large naval vessel is transiting the Elizabeth River between the Norfolk Naval Base, Norfolk, Virginia, and the Norfolk Naval Shipyard, Portsmouth, Virginia.

(ii) The permission required by paragraph (d) (11) (i) of this section may be obtained from a designated representative of the Captain of the Port, including the duty officer at the Coast Guard Marine Safety Office, Hampton Roads, or from the Coast Guard patrol commander.

(iii) The Captain of the Port issues a Broadcast Notice to Mariners to inform the marine community of scheduled vessel movements that are covered by paragraph (d) (11) of this section.

(12) Restrictions on Vessel Operations During Liquefied Petroleum Gas Carrier Movements on the Chesapeake Bay and Elizabeth River. (i) Except for a vessel that is moored at a marina, wharf, or pier or that is anchored, and which remains moored or at anchor, no vessel may, without the permission of the Captain of the Port, come within or remain within 250 feet from the port and starboard sides and 300 feet from the bow and stern of a vessel that is carrying liquefied petroleum gas in bulk as cargo, while the gas carrier transits between Thimble Shoal Lighted Buoy 3 and the Atlantic Energy Terminal on the Southern Branch of the Elizabeth River.

(ii) The permission required by paragraph (d) (12) (i) of this section may be obtained from a designated representative of the Captain of the Port, including the duty officer at the Coast Guard Marine Safety Office, Hampton Roads, or from the Coast Guard patrol commander.

(continued on next page)

(iii) A vessel that has carried liquefied petroleum gas in a tank is carrying the liquefied petroleum gas as cargo for the purposes of paragraph (d) (12) (i) of this section, unless the tank has been gas freed since liquefied petroleum gas was last carried as cargo.

(iv) The Captain of the Port issues a Broadcast Notice to Mariners to inform the marine community of scheduled vessel movements that are covered by paragraph (d) (12) of this section.

(e) Waivers. (1) The Captain of the Port may, upon request, waive any regulation in this section, if the Captain of the Port finds that the vessel can be operated safely.

(2) An application for a waiver must state the need for the waiver and describe the proposed vessel operations.

(f) Control of Vessels Within the Regulated Navigation Area. (1) When necessary to prevent damage, destruction, or loss of any vessel, the I-664 Bridge Tunnel, or the CBBT, the Captain of the Port may direct the movement of vessels to anchor or moor in specific locations.

(2) If needed to further the maritime or commercial interest of the United States, the Captain of the Port may order a vessel to move from the location in which it is anchored to another location within the Regulated Navigation Area.

(3) The master of the vessel within the Regulated Navigation Area shall comply with any orders or directions issued to the master's vessel by the Captain of the Port.

(FR 1/9/89; FR 2/17/89) 35/90

Page 53–Lines 1/L–24/R; read:

§165.502 Cove Point, Chesapeake Bay, Maryland-safety . . .

(FR 1/9/89; FR 2/17/89) 35/90

Page 133–Line 26/R; read:

Shoal Channel. (See **110.1 and 110.168,** chapter . . .

(FR 1/9/89) 35/90

Page 26–Lines 28-29/L; read:

Coast Guard, Office of Navigation Safety and Waterway Services, 2100 Second Street SW., Washington, D.C. 20593-0001, and must state:

(FR 7/01/88) 40/90

Page 30–Line 20/L; read:

paragraph (c) (1) of this section, shall comply with . . .

(33 CFR 110.157) 40/90

Page 39–Lines 65/L-10/R; read:

§117.255 Potomac River.

(a) The draw of the Woodrow Wilson Memorial (I-95) bridge, mile 103.8, between Alexandria, Virginia and Oxon Hill, Maryland-

(1) Shall open on signal at any time for a vessel in distress.

(2) Need not open:

(i) Except as provided in subparagraph (1) of this paragraph, for the passage of any vessel unless at least one hour advance notice is given.

(ii) For the passage of any vessel from 6:30 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:30 p.m., on Mondays through Fridays, other than Federal holidays.

(iii) For the passage of any vessel, other than a commercial vessel with a draft of over 20 feet, from 6:00 a.m. to 6:30 a.m., 9:00 a.m. to 10:00 a.m., 3:00 p.m. to 4:00 p.m., and 6:30 p.m. to 8:00 p.m., on Mondays through Fridays, other than Federal holidays.

(FR 8/2/88) 40/90

Page 39–Lines 61-67/R; read:

§117.547 Bush River.

The draw of the Amtrak bridge, mile 6.8 at Perryman, operates as follows:

(continued on next page)

(a) When notice under paragraph (b) of this section is given, the draw shall open twice a day -

(1) From May 1 through September 30, on each Saturday, Sunday, and Federal holiday falling on a Friday or a Monday; and

(2) In October, on the Saturday and Sunday of one weekend.

(b) Notice of the need for an opening is given to the Amtrak Assistant Transportation Superintendent at 301-291-4278 by an authorized representative of the Bush River Yacht Club by noon on the Friday just preceding the day of opening or, if that Friday is a Federal holiday, by noon on the preceding Thursday.

(c) Amtrak determines the times for openings and shall schedule the times -

(1) During daylight hours;

(2) Six to ten hours apart; and

(3) One opening before noon and one after noon.

(d) Amtrak shall notify a representative of the Yacht Club of the times of all openings for the weekend (or extended weekend) in question by 6 p.m. on the Friday just preceding the weekend or, if that Friday is a Federal holiday, by 6 p.m. on the preceding Thursday.

(e) Each opening shall be of sufficient duration to pass waiting vessels.

(FR 5/1/85) 40/90

Page 40–Lines 34-67/L; read:

§117.561 Kent Island Narrows.

The draw of the U.S. Route 50/301 bridge, mile 1.0, Kent Island Narrows, operates as follows:

(a) From November 1 through April 30, the draw shall open on signal from 6 a.m. to 6 p.m. but need not be opened from 6 p.m. to 6 a.m.

(b) From May 1 through October 31:

(1) On Monday (except when Monday is a holiday) through Thursday (except when Thursday is the day before a Friday holiday), the draw shall open on signal on the hour from 7 a.m. to 7 p.m., but need not be opened at any other time.

(2) On Friday (except when Friday is a holiday) and on Thursday when it is the day before a Friday holiday, the draw shall open on signal on the hour from 6 a.m. to 3 p.m. and at 8 p.m., but need not be opened at any other time.

(3) On Saturday and on a Friday holiday, the draw shall open on signal at 6 a.m. and 12 noon and on signal on the hour from 3 p.m. to 8 p.m., but need not be opened at any other time.

(4) On Sunday and on a Monday holiday, the draw shall open on signal on the hour from 6 a.m. to 1 p.m. and at 3:30 p.m., but need not be opened at any other time.

(5) The draw shall open at scheduled opening times only if vessels are waiting to pass. At each opening, the draw shall remain open for a sufficient period of time to allow passage of all waiting vessels.

(6) If a vessel is approaching the bridge and cannot reach the bridge exactly on the hour, the drawtender may delay the hourly opening up to ten minutes past the hour for the passage of the approaching vessel and any other vessels that are waiting to pass.

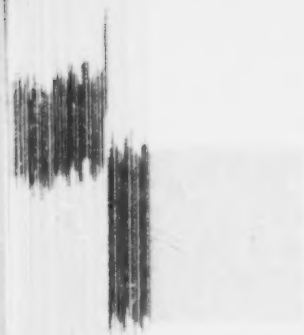
(c) The draw shall open on signal for public vessels of the United States, State, or local government vessels used for public safety purposes, commercial vessels and vessels in distress.

(FR 3/28/88) 40/90

Page 40–Lines 18-22/R; read:

§117.569 Pocomoke River.

(a) The Conrail railroad bridge, mile 15.2, at Pocomoke City, shall open on signal, except between November 1 and March 31 the draw must



open only if at least five hours advance notice is given.

(b) The draw of the Route 675 bridge, mile 15.6, at Pocomoke City, shall open on signal, except between November 1 and March 31 the draw must open only if at least five hours advance notice is given.

(c) The draw of the S12 bridge, mile 29.9, at Snow Hill, . . .

(FR 5/10/88) 40/90

COAST PILOT 3 27th Ed 1989 LAST NM 40/90

Page 89–Lines 61-68/R; read:
canal; the bridge has a vertical lift span with clearances of 65 feet down and 105 feet up. Overhead power and TV cables on the south side of the bridge have a least clearance of 72 feet.
(CP 3-72/89; CP 3-95/87; CP 3-95A/87) 41/90

Page 102–Lines 4-6/R; read:
Coast Guard.- A **vessel documentation** office is in Philadelphia, Pa. (See appendix for address.)
(CGSDL 8/90) 41/90

Page 109–Lines 7-10/R; read:
feet at the outer end.
(CP 3-103/87) 41/90

Page 112–Lines 33-34/L; read:
suspension span with a clearance of 121 feet for the middle 800 feet of the main span and 114 feet under the rest of the . . .
(CP 3-112/89) 41/90

Page 112–Lines 23-27/R; read:
Coast Guard.- A Marine Safety Office is in Philadelphia. (See appendix for address.)
(CGSDL 8/90) 41/90

Page 134–Line 21/R; read:
Rappahannock River by a marked dredged channel. In 1975, the . . .
(32/90 CG5) 41/90

Page 177–Lines 48-50/L; read:
the point.
(CP 3-177A/90; H 8859) 41/90

Page 184–Lines 9-10/R; read:
thence in December 1988, depths of 4 to 6 1/2 feet were available in the Harbor of Refuge Basin. In May 1987-January 1988, depths of 6 1/2 to 10 feet were . . .
(BP 137315) 41/90

Page 192–Lines 51-52/L; read:
pile. The creek is used by oyster . . .
(CP 3-164/89) 41/90

Page 219–Lines 25-31/L; read:
Bldg., 200 Granby Mall 23510-1888.
(D) Philadelphia, PA: 1 Washington Avenue 19147-4395.
(CGSDL 8/90) 41/90

COAST PILOT 3 27th Ed 1989 LAST NM 41/90

Page 41–Lines 54-58/L; read:
appraoching the bridge either up or downstream.
(33 CFR 117) 42/90

Page 42–Lines 45-49/R; read:
§117.753 Ship Channel, Great Egg Harbor Bay.
The draw of the S52 (Ship Channel) bridge, mile 0.5 between Somers Point and Ocean City shall open:

(a) From 11 p.m. to 7 a.m.:

(1) As soon as possible, but no longer than 30 minutes after a request for an opening, for any public vessel of the United States, state and local

vessel used for public safety, vessel with another vessel in tow, or vessel in distress.

(2) On signal, if at least 24 hours advance notice is given for any other vessel.

(b) From Memorial Day through Labor Day, from 10 a.m. to 8 p.m., on Saturdays, Sunday, and Federal holidays:

(1) On signal for any public vessel of the United States, state and local vessel used for public safety, vessel with another vessel in tow, vessel in distress, or commercial vessel.

(2) Only on the hour and half-hour, for any recreational vessel.

(c) At all other times, on signal for any vessel.
(FR 1/3/89) 42/90

Page 43–Lines 45-53/R; read:

§117.1007 Elizabeth River-Eastern Branch.

(a) The draw of the Norfolk and Western Railroad bridge, mile 2.7 at Norfolk, shall open on signal; except that, from 10 p.m. to 6 a.m., the draw shall open on signal if at least three hours notice is given.

(b) The draw of the Berkley Bridge mile 0.4 at Norfolk, shall remain closed one hour prior to the published start of a scheduled marine event regulated under §100.501, and shall remain closed until one hour following the completion of the event unless the Patrol Commander designated under §100.501 allows the bridge to open for commercial vessel traffic.
(FR 7/18/89; CL 1254/89) 42/90

Page 44–Lines 59-65/L; read:
regulated navigation areas.
(33 CFR 160.5) 42/90

Page 44–Line 30/R; read:
the Chief, Office of Marine Safety, Security and Environmental Protection, . . .
(33 CFR 160.7(c)) 42/90

Page 44–Line 38/R; read:
Office of Marine Safety Security and Environmental Protection. A copy of . . .
(33 CFR 160.7(c)) 42/90

Page 44–Lines 42-46/R; read:
Chief, Office of Marine Safety, Security and Environmental Protection. The decision of the Chief, Office of Marine Safety, Security and Environmental Protection is based upon the materials submitted, without oral argument or presentation. The decision of the Chief, Office of Marine Safety, Security and Environmental Protection is issued in. . .
(33 CFR 160.7(c)) 42/90

Page 45–Line 43/L; read:
and movement (including the emergency removal . . .
(33 CFR 160.109 (a) (1)) 42/90

Page 45–Lines 63-67/R; read:
ports or places in the United States.

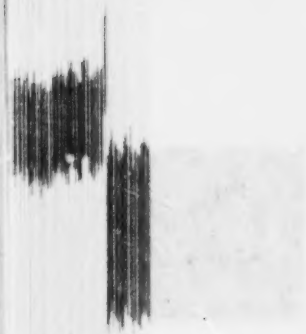
(b) This part does not apply to recreational vessels under 46 U.S.C. 4301 et seq. and, except §160.215, does not apply to passenger and supply vessels when they are employed in the exploration for or in the removal of oil, gas, or mineral resources on the continental shelf.

(c) Sections 160.207 and 160.209 do not apply to the following:

(1) Each vessel of less than 1600 gross tons, except foreign vessels of less than 1600 gross tons entering ports or places in the Miami Captain of the Port Zone as described in §3.35-10(b) of this chapter.
(33 CFR 160.201(b)) 42/90

Page 46–Lines 1-6/L; read:

(2) Each vessel operating exclusively within a Captain . . .
(33 CFR 160.201(b)) 42/90



Page 46–Lines 61-68/R; read:
change is known.
§160.209 [Reserved]
(33 CFR 160) 42/90

Page 47–Lines 1-6/L; read:
§160.211 Notice of arrival: Vessels carrying certain. . .
(33 CFR 160) 42/90

Page 47–Lines 56-67/R; read:
hour.
(33 CFR 165.501 (d) (9) and (d) (10)) 42/90

Page 50–Lines 29-30/R; read:
written application describing the device to the Office of Navigation Safety and Waterway Services, 2100 Second Street, SW., Washington, DC 20953-0001.
(33 CFR 164.41 (a) (3)) 42/90

Page 54–Line 12/R; read:
36°59′58.4″N., 76°27′16.7″W., thence easterly to the shoreline at 36°59′58.5″N., 76°27′11.6″W., thence along the. . .
(33 CFR 165.504 (b)) 42/90

Page 55–Line 65/L; read:
(i) Ambrose to Nantucket Safety Fairway. The area . .
(33 CFR 166.500(b); NOS 12300) 42/90

Page 55–Line 1/R; read:
40°30′58″N., 73°58′25″W.
(33 CFR 166.500(b) (i); NOS 12300) 42/90

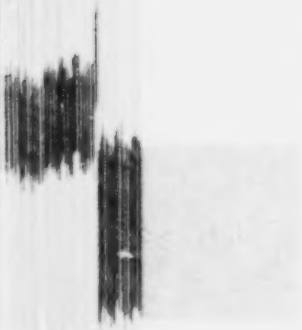
Page 55–Line 8/R; read:
(ii) Nantucket to Ambrose Safety Fairway. The area . .
(33 CFR 166.500 (b) (ii); NOS 12300) 42/90

Page 56–Line 1/L; read:
which the TSS is located.
Subpart B–Description of Traffic Separation Schemes and Precautionary Areas. (All geographic positions are based on North American Datum of 1927).
(33 CFR 167) 42/90

Page 60–Lines 43-58/L; read:
Point Light 2.
(33 CFR 334.180) 42/90

Page 64–Line 40/R; read:
(1) Begining at a point on shore at the Destroyer Submarine . . .
(33 CFR 334.300) 42/90

Page 64–Line 52/R; read:
76°16′22″W., at the Naval Air Station.
(2) Begining at a point on the Naval Station shore at latitude 36°56′37.5″N., longitude 76°19′44″W.; thence westerly and northerly along the breakwater to its extremity at latitude 36°56′41.5″N., longitude 76°19′54″W.; thence westerly to a point on the eastern limit of Norfolk Harbor Channel at latitude 36°56′41.5″N., longitude 76°20′05.5″W.; thence northerly along the eastern limit of Norfolk Harbor Channel to latitude 36°57′52″N., longitude 76°20′00″W.; thence easterly to latitude 36°57′52″N., longitude 76°19′35″W.; thence to latitude 36°57′47.7″N., longitude 76°18′57″W.; thence southeasterly to latitude 36°57′26″N., longitude 76°18′42″W.; thence easterly to latitude 36°57′26.2″N., longitude 76°17′55.2″W.; thence southerly to latitude 36°57′05″N.; longitude 76°17′52″W.; thence southeasterly to latitude 36°56′56.2″N.; longitude 76°17′27″W.; thence northeasterly to latitude 36°57′10″N., longitude 76°16′29″W.; and thence to the shoreline at latitude 36°57′18.8″N., longitude 76°16′22″W.; at the Naval Air Station.
(33 CFR 334.300(a)) 42/90



Page 89–Lines 2-3/L; read:
and Delaware Bay are described in **80.165, 80.170, 80.501 and 80.503,** chapter 2)
(33 CFR 80) 42/90

Page 116–Lines 55-56/L; read:
The bridge is maintained in the closed position. Most of . . .
(33 CFR 117) 42/90

Page 119–Line 33/L; read:
80.503 and 80.510, chapter 2.
(33 CFR 80) 42/90

Page 123–Lines 15-16/L; read:
Maryland-Virginia coast are decribed in **80.503, 80.505, and 80.510,** chapter 2.
(33 CFR 80) 42/90

Page 134–Line 30/L; read:
5 knots is prescribed for Fishermans Cove. (See **33 CFR 165.501 (d)(9),** . . .
(33 CFR 165.501 (d) (9)) 42/90

Page 137–Line 36/L; read:
334.300 (b)(1), chapter 2, for limits and regulations.)
(FR 2/10/86) 42/90

Page 140–Lines 25-27/R: read:
feet. The Norfolk and Western Railway . . .
(CL 629/90) 42/90

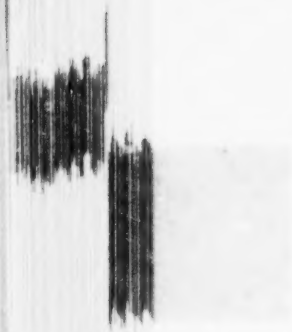
Page 140–Lines 33-40/R; read:
Eastern Branch, has a fixed span with a clearance of 65 feet. The Norfolk and Western Railway Bridge, 2.5 miles above the entrance, has a swing span with a cleance of 6 feet. (See **117.1007(a),** chapter 2, for drawbridge regulation.)
(CL 1254/89; FR 7/18/89) 42/90

Page 30–Lines 34-36/R; read:
39°13′50.5″N., 76°32′20″W.; thence south to point of beginning. A vessel with a draft . . .
(33 CFR 110.158 (a) (6)) 45/90

Page 30–Lines 41-49/R; read:
(8) Dead ship anchorage. The waters bounded by a line connecting the following points:
39°13′00.0″N., 76°34′11.5″W.
39°13′13.0″N., 76°34′11.9″W.
39°13′13.5″N., 76°34′06.8″W.
39°13′14.4″N., 76°33′30.9″W.
39°13′00.0″N., 76°33′31.0″W.
and thence to the point of beginning.
Datum: NAD 27
The primary use of this anchorage is to lay up dead ships. Such use has priority over other uses. A written permit from the Captain of the Port must be obtained prior to use of this anchorage for more than 72 hours.
(FR 8/8/90) 45/90

Page 40–Line 12/L; read:
(a) The draw of the Maryland 331 bridge, mile 35.3, at Dover, shall open on signal from 6 a.m. to 6 p.m. year-round, and the draw shall remain closed from 6 p.m. to 6 a.m., year-round, unless 24 hours advance notice is given by calling (301) 820-8592 or (301) 745-2096.
(b) The draw of the Conrail bridge, mile 50.9 at Denton, . . .
(FR 8/31/90) 45/90

Page 40–Line 25-35/R; read:
The S181 bridge, mile 4.0, at Annapolis, Maryland:
(a) From May 1 to October 31, Monday through Friday, except Federal and State holidays:
(1) The draw shall remain closed from 7:30 a.m. to 9:00 a.m. and from 4:30 p.m. to 7:30 p.m., except the draw shall open at 6:00 p.m. and 7:00 p.m. for any vessels waiting to pass.



(2) The draw shall open on the hour and the half-hour, from 9:00 a.m. to 4:30 p.m.

(3) The draw shall open on signal from 7:30 p.m. to 7:30 a.m.

(b) From November 1 to April 30, Monday through Friday, except Federal and State holidays:

(1) The draw shall remain closed from 7:30 a.m. to 9:00 a.m. and from 4:30 p.m. to 6:00 p.m.

(2) The draw shall open on signal from 9:00 a.m. to 4:30 p.m. and from 6:00 p.m. to 7:30 a.m.

(c) On Saturdays, Sundays and holidays year-round, the draw shall open on the hour and half-hour for vessels waiting to pass.

(d) The draw shall always open on signal for public vessels of the United States, or local vessels used for public safety, tugs with tows, and vessels in distress.

(FR 2/9/90) 45/90

Page 48–Line 47/R; read:
Great Lakes and their connecting and tributary waters.

§164.15 Navigation bridge visibility.

(a) The arrangement of cargo, cargo gear, and trim of all vessels entering or departing from U.S. ports must be such that the field of vision from the navigation bridge conforms as closely as possible to the following requirements:

(1) From the conning position, the view of the sea surface must not be obscured by more than the lesser of two ship lengths or 500 meters (1640 feet) from dead ahead to 10 degrees on either side of the vessel. Within this arc of visibility any blind sector caused by cargo, cargo gear, or other permanent obstruction must not exceed 5 degrees.

(2) From the conning position, the horizontal field of vision must extend over an arch from at least 22.5 degrees abaft the beam on one side of the vessel, through dead ahead on the other side of the vessel. Blind sectors forward of the beam caused by cargo, cargo gear, or other permanent obstruction must not exceed 10 degrees each, nor total more than 20 degrees, including any blind sector within the arc of visibility described in paragraph (a) (1) of this section.

(3) From each bridge wing, the field of vision must extend over an arc from at least 45 degrees on the opposite bow, through dead ahead, to at least dead astern.

(4) From the main steering positions, the field of vision must extend over an arc from dead ahead to at least 60 degrees on either side of the vessel.

(b) A clear view must be provided through at least two front windows at all times regardless of weather conditions.

(FR 8/8/90) 45/90

Page 89–Lines 61-68/R; read:
canal; the bridge has a vertical lift span with clearances of 31 feet down and 66 feet up. Overhead power and TV cables on the south side of the bridge have a least clearance of 72 feet.

(CP 3-72/89; CP 3-89/90) 45/90

Page 104–Line 56-62/R; read:
Landing, about 3 miles above the mouth, has a fixed span with a clearance of 24 feet. A highway bridge at **Lebanon,** 6 miles above the . . .

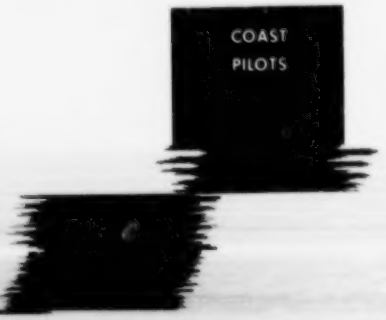
(FR 4/19/89) 39/90

Page 193–Lines 15-17/L; read:
July 1989, the controlling depth was 3 1/2 feet in the channel with 6 feet in the basin except for shoaling to 3 feet along the northern and eastern edges. A public pier at . . .

(BPs 139460-61; 9/90 CG5) 45/90

Page 194–Lines 33-35/R; read:
wharves at **Secretary,** 1 mile above the entrance. In September 1989, the channel had a controlling depth of 3 1/2 feet except for shoaling to bare on the centerline in about 38°36′43″N., 75°57′58″W. Gasoline is available. A marine railway on the . . .

(BPs 139462-63; CL 1573; 8/90 CG5) 45/90



Page 194—Line 56/R; read:
clearance of 10 feet. (See **117.1 through 117.49, and 117.533 (a),** chapter 2, . . .
(FR 8/31/90) 45/90

Page 197—Line 8/R; read:
bridge regu'ations.) In January 1990, a fixed highway bridge with a design clearance of 65 feet was under construction immediately north of the existing bridge. The nearby overhead power cable has . . .
(CL 12/90; 1/90 CG5) 45/90

Page 197—Lines 34-39/R; read:
Creek. In September 1988, the controlling depths were 6 feet in the eastern half of the entrance channel and 4 1/2 feet in the channel in Little Queenstown Creek; depths of 5 1/2 to 7 feet were in the basin. In September 1988, the western half of the entrance channel, between Queenstown Creek Light 3 and Queenstown Creek Inner Light 5, had shoaled to bare. The entrance channel . . .
(BP 139447; LL/90) 45/90

Page 209—Lines 4-8/R; read:
wharves; the easterly channel (chart 12278) had a controlling depth of 23 feet in 1983. In January 1989, the westerly channel had a midchannel controlling depth of 34 feet.
(BPs 137494-97; 24/89 CG5) 45/90

Page 215—Lines 10-13/R; read:
highway connections. In August 1989, the controlling depths were less than 1 foot in the dredged channel leading to the basin, and also, in the basin. Gasoline and some . . .
(BP 139442; 8/90 CG5) 45/90

Page 65—Lines 41-51/R; read:
§334.360 Chesapeake Bay off Fort Monroe, Virginia; restricted area, U.S. Naval Base and Naval Surface Weapon Center.
(a) The area. Beginning at latitude 37°00'30"N., longitude 76°18'05"W.; thence to latitude 37°00'38"N., longitude 76°17'42"W.; thence to latitude 37°00'39"N., longitude 76°16'11"W.; thence to latitude 36°59'18"N., longitude 76°17'52"W.; thence to latitude 36°00'05"N., longitude 76°18'17"W.; and thence north along the seawall to the point of beginning.
(FR 10/31/90) 8/91

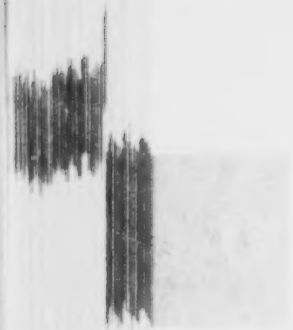
Page 152—Lines 18-19/L; read:
upper part of the harbor. In January- February 1990, the controlling depth was 7 feet in the dredged channel, thence in 1977, ...
(CL 538/90) 8/91

Page 159—Lines 4-5/R; read:
River, is low, but well marked by a 195-foot lighted communication tower and several ...
(CP 3-159/90) 8/91

Page 159—Lines 9-10/R; read:
from a skeleton tower with a black and white diamond-shaped daymark on a pile structure; a seasonal fog ...
(CP 3-159/90) 8/91

Page 181—Lines 4-6/L; read:
chapter 2, for drawbridge regulations.) In 1990, the entire bridge was reported removed.
(CP 3-181/90) 8/91

Page 186—Line 34/R; read:
in February-March 1990, of $4\frac{1}{2}$ feet for 3 miles to the mouth of ...
(BPs 140396-400; 28/90 CG5) 8/91



Page 190—Lines 52-54/R; read:
only. The cable held tight by a winch ashore is suspended at or near the water surface at all times during ferry crossings and dropped when loading or unloading cars at the slips and during non-daylight hours. The ferry slips are marked, and warning lights and signs are posted facing up and downstream. Caution ...
(CP 3-190/90) 8/91

Page 209—Lines 18-21/L; read:
and has 25 feet of water over the blocks.
(CP 3-209/90) 8/91

Page 211—Lines 42-47/L; read:
a water depth of 18 feet. A shipbuilding basin, 1,200 feet long and ...
(CP 3-209/90) 8/91

COAST PILOT 3 27th Ed 1989 Last NM 8/91

Page 86—Lines 15-19/R; read:
Service, chapter 1.) In November 1990, the controlling depth was 12 feet through Cape May Inlet to the inner ends of the jetties; thence in March-October 1990, 9+ feet (12 feet at midchannel) to the Coast Guard large wharf on the south side of the harbor; thence $9\frac{1}{2}$ feet at midchannel to Schellenger Landing, at the ...
(CL 1023/90) 10/91

Page 89—Lines 17-34/R; read:
speed to avoid damage to structures and boats.
(CP 3-89B/90) 10/91

Page 89—Lines 46-49/R; read:
water.
(CP 3-89B/90) 10/91

Page 89—Lines 55-58/R; read:
bridges.
(CP 3-89B/90) 10/91

Page 95—Line 27/R; read:
Mile 102.0 has a bascule span with a 10-foot clearance.
(CP 3-95A/90) 10/91

Page 104—Lines 24-25/R; read:
craft. In September 1990, the controlling depth was $3\frac{1}{2}$ feet in the dredged entrance channel, thence in...
(BP 141238; 43/90 CG5) 10/91

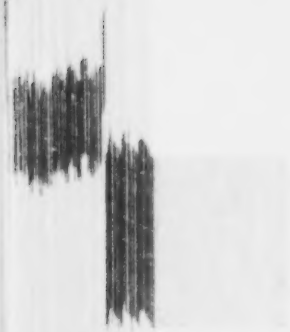
Page 128—Line 9/R; read:
depths of 18 to 30 feet. A lighted gong buoy is east of ...
(43/90 CG5) 10/91

Page 143—Line 35/L; read:
chapter 2, for drawbridge regulations.) An overhead power cable with a clearance of 40 feet crosses the river about 2.5 miles above the bridge.
(CL 852/90; 43/90 CG5) 10/91

Page 197—Lines 62-63/L; read:
to Eastern Bay; the chart is the guide. In August 1988-April 1990, the controlling depth was 4 feet.
(BPs 137795-96; 45/90 CG5) 10/91

COAST PILOT 3 25th Ed 1989 LAST NM 10/91

Page 15—Line 17/L; read:
exist. Mariners are also warned that the areas where cables and pipelines were originally buried may have changed and they may be exposed; extreme caution should be used when operating vessels in depths of water comparable to the vessel's draft.
(CP 1-15/91) 12/91



Page 48—Lines 29-31/L; read:

§164.02 Applicability exception for foreign vessels.

(a) This part (including §§164.38 and 164.39) does not apply to vessels that:

(1) Are not destined for, or departing from, a port or place subject to the jurisdiction of the United States; and

(2) Are in:

(i) Innocent passage through the territorial sea of the United States; or

(ii) Transit through navigable waters of the United States which form a part of an international strait.

§164.03 Incorporation by reference.

(a) Certain materials are incorporated by reference into this part with the approval of the Director of the Federal Register. The Office of the Federal Register publishes a table, "Material Approved for Incorporation by Reference," which appears in the Finding Aids section of this volume. In that table is found the date of the edition approved, citations to the particular sections of this part where the material is incorporated, addresses where the material is available, and the date of the approval by the Director of the Federal Register. To enforce any edition other than the one listed in the table, notice of the change must be published in the FEDERAL REGISTER and the material made available. All approved material is on file at the Office of the Federal Register, Washington, DC 20408 and at Room 4402, U.S. Coast Guard Headquarters, 2100 Second St. SW, Washington, DC.

(b) The materials approved for incorporation by reference in this part are: Radio Technical Commission For Marine Services (RTCM) Paper 12-78/DO-100 dated 12/20/77.

(33 CFR 164) 33/91

Page 50—Lines 65-66/L; read:

§164.40 Devices to indicate speed and distance.

(a) Each vessel required to be fitted with an Automatic Radar Plotting Aid (ARPA) under §164.38 must be fitted with a device to indicate speed and distance of the vessel either through the water, or over the ground. Vessels constructed prior to September 1, 1984, must have this equipment according to the following schedule:

(1) Each tank vessel constructed before September 1, 1984, operating on the navigable waters of the United States-

(i) If of 40,000 gross tons or more, by January 1, 1985;

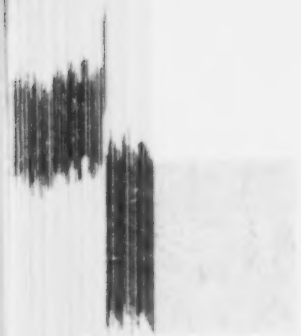
(ii) If of 10,000 gross tons or more but less than 40,000 gross tons, by January 1, 1986.

(2) Each self-propelled vessel constructed before September 1, 1984, that is not a tank vessel, operating on the navigable waters of the United States-

(i) If of 40,000 gross tons or more, by September 1, 1986;

(ii) If of 20,000 gross tons or more, but less than 40,000 gross tons, by September 1, 1987:

(continued on next page)



COAST PILOT 5 (continued)

(iii) If of 15,000 gross tons or more, but less than 20,000 gross tons, by September 1, 1988.

(b) The device must meet the following specifications:

(1) The display must be easily readable on the bridge by day or night.

(2) Errors in the indicated speed, when the vessel is operating free from shallow water effect, and from the effects of wind, current, and tide, should not exceed 5 percent of the speed of the vessel, or 0.5 knot, whichever is greater.

(3) Errors in the indicated distance run, when the vessel is operating free from shallow water effect, and from the effects of wind, current, and tide, should not exceed 5 percent of the distance run of the vessel in one hour or 0.5 nautical mile in each hour, whichever is greater.

(33 CFR 164) 33/91

COAST PILOT 4 26th Ed 1989 NEW EDITION
(NOS) 46/89

COAST PILOT 4 26th Ed 1989 LAST NM 46/89

Page 18–Line 32/R: read:
especially for maritime services are more reliable.

(also insert after: EPIRB table from back of Coast Pilots section).

(CP 1-8/89) 2/90

COAST PILOT 4 26th Ed 1989 LAST NM 2/90

Page 6–Lines 28-38/R; read:
weather warning.
(1-1/89) 11/90

Page 12–Lines 44-47/L; read:
(NMA), New Orleans (NMG), San Juan, PR (NMR), and Honolulu HI (NMO). The Canadian Coast Guard also broadcasts NAVTEX information from Sydney, Nova Scotia. U.S. Coast Guard broadcasts of NAVTEX are expected to begin from other
(1-12/89) 11/90

Page 12–Line 53/L; read:
carriage of NAVTEX receivers is required for Safety of Life . . .
(1-12/89) 11/90

Page 17–Lines 55-56/L; read:
Avoidance of collision with offshore light stations and large navigational buoys . . .
(1-17/89) 11/90

Page 17–Line 66/L; read:
Experience shows that offshore light . . .
(1-17/89) 11/90

Page 17–Lines 2-3/R; read:
approaching fixed offshore light structures and large navigational buoys (LNB) on radio . . .
(1-17/89) 11/90

Page 17–Line 6/R; read:
It should be borne in mind that most . . .
(1-17/89) 11/90

Page 17–Lines 13-32/R; read:
pass close aboard.
(1-17/89) 11/90

Page 22–Lines 39-42/L; read:
vessel of the fact.
(1-17/89) 11/90

COAST PILOT 4 26th Ed 1989 LAST NM 11/90

Page 18–Lines 40-64/R; read:

(insert after: LORAN - C information from back of Coast Pilots section).
(LL/90) **21/90**

Page 83–Lines 67-68/L; read:
August 1989, the controlling depth in Big Foot Slough Channel was 11 feet except for shoaling . . .
(BP 138758; 49/89 CG5) 24/90

Page 119–Lines 20-21/L; read:
Mount Pleasant. In May 1989, the controlling depth in the channel was 4 1/2 feet (7 feet at midchannel) to the . . .
(BP 137823) 24/90

Page 119–Lines 29-30/L; read:
Island. In May 1988, Mount Pleasant Channel had a midchannel controlling depth of 7 1/2 feet. A boatbuilding yard . . .
(BPs 137820-22) 24/90

Page 121–Lines 50-51/R; read:
Key. In February 1989, the midchannel controlling depth was 4 feet; thence in 1975, the reported controlling . . .
(BPs 137234-35) 24/90

Page 200–Lines 58-59/R; read:
bridge. **Fairfield Canal,** just east of the . . .
(29/89 CG5; NOS/89) 24/90

Page 78–Line 23/R; read:
advance. Federal pilots for public and enrolled vessels are available at Savannah. Detailed information on pilotage procedures is . . .
(CP 4-127/90) 27/90

Page 84–Line 16/L; read:
uncertain of its position. A number of wrecks and fish havens with . . .
(CL 1449/89; 8/90 CG5) 27/90

Page 91–Lines 45-46/R; read:
reported clearance of 10 feet. The entrance to the creek is marked by a buoy, however, local knowledge is advised. Above the . . .
(21/89 CG5) 27/90

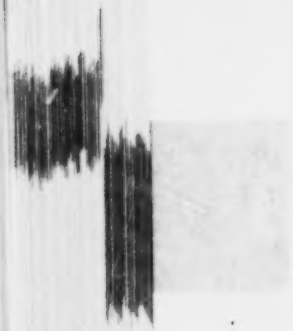
Page 111–Line 8/R; read:
at Georgetown has a fixed span with a clearance of 65 . . .
(CL 41/89; 15/89 CG7) 27/90

Page 128–Line 11/L; read:
Marine Operator, or through ships' agents.
Enrolled and public vessels calling at Savannah can acquire the services of licensed Federal pilots; if possible, 12 hours advanced notice is requested, telephone (912-354-0800). The Federal pilots will also shift any flag vessel in port which does not require tug assistance.
(CP 4-127/90) 27/90

Page 188–Lines 22-25/L; read:
Light, is marked by **Pacific Reef Light** (25°22.2′N., 80°08.5′W.), 44 feet above the water and shown from a black skeleton tower on piles. A channel, marked by daybeacons, leads from the . . .
(6/89 CG7; LL/90) 27/90

Page 210–Line 61/R; read:
regulations.) In 1989, a fixed highway bridge with a design clearance of 65 feet was under construction immediately southward of the existing bridge; upon completion, it will replace the double bascule bridge. During flood (southerly flow) current from . . .
(CL 98/89, 17/89 CG7) 27/90

Page 44–Lines 41-47/L; read:
are published on the particular map or chart being used.
(33 CFR 162) 47/90



Page 119—Lines 29-30/L; read:
Island. In May 1988, Mount Pleasant Channel had a midchannel controlling depth of 7 1/2 feet. In July 1989, shoaling to an unknown extent was reported in the vicinity of Mount Pleasant Channel Daybeacon 4. A boatbuilding yard . . .
(BPs 137820-22; 29/89 CG7) 47/90

Page 144—Lines 53-55/L; read:
yards east of the light tower. A tower at Jacksonville Beach and a red and . . .
(24/89 CG7) 47/90

Page 149—Lines 24-31/R; read:
is practically divided near its midpoint by four low fixed bridges with least clearances of 18 feet horizontally and 5 feet vertically. Overhead power . . .
(CL 474/89; 10/89 CG7) 47/90

Page 185—Line 57/R; read:
white dwelling and stair cylinder. A fish haven, covered 65 feet, is about 2.1 miles north-northeastward of the light in about 25°37′24″N., 80°04′54″W.
(CL 415/89; 21/89 CG7) 47/90

Page 221—Lines 1-6/R; read:
spans with a minimum clearance of 25 feet at the center. The bridgetender monitors VHF-FM channel 16 and works on channel 13. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.)
(CL 930/89; 40/89 CG7) 47/90

COAST PILOT 4 25th Ed 1989 LAST NM 47/90

Page 15—Line 24/L; read:
exist. Mariners are also warned that the areas where cables and pipelines were originally buried may have changed and they may be exposed; extreme caution should be used when operating vessels in depths of water comparable to the vessel's draft.
(CP 1-15/91) 12/91

Page 88-Lines 65-66/R; read:
channel approach and channel are marked by lights, daybeacons, and a lighted buoy.
(LL/90; 43/90 CG5) NM 17/91

Page 101-Lines 39-43/L; read:
A fish haven, covered 15 feet, is about 4 miles southeastward of Bogue Inlet in about 34°36′42″N., 77°02′18″W.
(CL 856/89; 42/89 CG5) NM 17/91

Page 103-Lines 18-19/R; read:
Waterway at Wrightsville. In November 1989, the controlling depth was $7\frac{1}{2}$ over the bar in the channel that leads close to ...
(BP 139524) NM 17/91

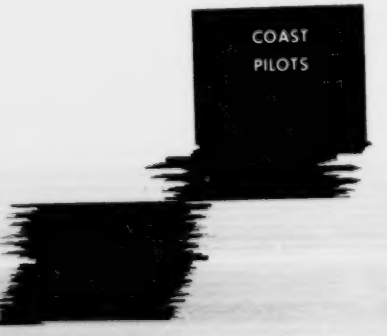
Page 121-Lines 50-51/R; read:
Key. In October 1989, the controlling depth was 3 feet; thence in 1975, the reported controlling ...
(CL 1293/89; 52/89 CG7) NM 17/91

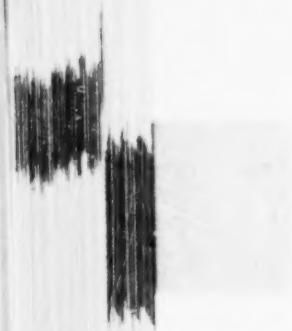
Page 199-Line 9/L; read:
the river has a swing span with a clearance of 7 feet. In January 1990, a replacement high-level fixed highway bridge with a design clearance of 65 feet was under construction about 500 feet south of the swing bridge.
(CL 487/90; 1/90 CG1) NM 17/91

COAST PILOT 4 26th Ed 1989 LAST NM 17/91

Page 183-Lines 5-6/L; read:
boats for about 10 miles above the dam. However, the head of navigation from seaward is at the dam. Tamiami Canal leads ...

(CP 4-183/91; CP 4-183A/91) NM 21/91





Page 34-Lines 66/L-6/R; read:
only at 8:15 a.m. and 5:15 p.m. [Reserved].
(CL 45/90; 33 CFR 117.261(g); 23/90 CG7) 24/91

Page 109-Lines 51-53/R; read:
entered from the main river channel. In January - June 1989, the controlling depth was 7 feet in the side channel, with 17 feet in the turning basin. The channel has ...
(26/90 CG7) 24/91

Page 120-Lines 10-12/L; read:
A fixed highway bridge with a clearance of 138 feet is about 3.5 miles above Drum Island.
(CL 798/90, 42/90 CG7) 24/91

Page 127-Line 29/L; read:
which has a clearance of 10 feet. In 1988, a replacement bridge with a design clearance of 185 feet was under construction immediately eastward of Eugene Talmadge Memorial Highway bridge. The Seaboard System ...
(CL 741/90, 19/88 CG7) 24/91

Page 158-Lines 40-41/R; read:
light, and the inner end of the jetty is awash. In March-April 1990, severe shoaling across the entire channel was ...
(CL 739/90) 24/91

Page 172-Lines 46-47/L; read:
and southward on the ebb. In January 1990, shoaling to a depth of about 1 foot was reported at the entrance channel ...
(3/90 CG7, CP 4-172/91) 24/91

Page 210-Lines 4-10/R; read:
Orange, Mile 835.5, has a fixed span with a clearance of 65 feet. A boatyard and a marina are on the...
(4-210/91) 24/91

Page 34-Lines 66/L-6/R; read:
only at 8:15 a.m. and 5:15 p.m.
(g) [Reserved]
(33 CFR 117.261(g); CL 45/90; 23/90 CG7) 27/91

Page 34-Lines 11-15/R; read:
(i) [Reserved]
(33 CFR 117; CL 328/91) 27/91

Page 82-Lines 11-13/L; read:
Fort Raleigh National Historic Site is at the northern end of Roanoke Island in Fort Raleigh City.
(CP 4-82/91) 27/91

Page 87-Line 10/R; read:
13 miles eastward of Kendrick Creek. **Bunton Creek (Bull Creek)** and ...
(CP 4-87/91) 27/91

Page 87-Line 13/R; read:
through the flats to the entrance of Bunton and Deep Creeks.
(CP 4-87/91) 27/91

Page 94-Lines 45-50/R; read:
At **Pollocksville**, 15 miles above the mouth, U.S. Route 17 highway bridge has a 48-foot fixed ...
(CP 4-105/87) 27/91

Page 101-Lines 29-30/R; read:
Intracoastal Waterway to a point about 0.65 mile below U.S. Route 17 highway bridge at Jacksonville. In May 1977, the midchannel ...
(CP 4-116/86) 27/91

(continued on next page)

Page 101-Line 37/R; read:
6 feet could be carried to Jacksonville with ...
(CP 4-116/86; NOS 11542) 27/91

Page 101-Lines 65-66/R; read:
side of the river at Jacksonville. Berthage, electricity, gasoline, ...
(CP 4-116/86) 27/91

Page 103-Lines 4-17/L; read:
17 and State Routes 24, 53, and 258.
U.S. Route 17 highway bridge over New River at Jacksonville has a 33-foot fixed span with a clearance of 10 feet. An overhead power cable with a clearance of 18 feet is just south of the U.S. Route 17 bridge. Above the U.S. Route 17 bridge, the overhead power cables have a minimum clearance of 20 feet. A highway bridge, about 200 yards below U.S. Route 17 highway bridge, has a 28-foot fixed span with a clearance of 13 feet.
(CP 4-116/86) 27/91

Page 113-Lines 34-37/L; read:
of surface, subsurface, and aircraft training exercises. Fleet Area Control and Surveillance Facility (FACSFAC), Jacksonville, FL, exercises cognizance of the operating areas, makes area assignments, insures promulgation of firing notices, issues schedules, and prescribes necessary additional regulations.
(FGA 7-38/89) 27/91

Page 120-Lines 30-35/L; read:
the channel in the vicinity of Daybeacon 25.
A shipyard on the south side of the river at Cainhoy has three floating daydocks, a large ...
(CP 4-118/90; LL/91; WG/91) 27/91

Page 121-Line 13/R; Read:
Folly Island and **Kiawah Island**. A lighted gong buoy is...
(LL/91; 11/91 CG7) 27/91

Page 170-Lines 33/R; read:
end of the south jetty. Within the inlet, along the north and south jetties, east of the Route A1A highway bridge, is a concrete ledge which is just below the surface at high tide.
(CP 4-164/88) 27/91

Page 207-Lines 42-44/L; read:
sheltered route in easterly weather. In November 1990, the midchannel controlling depths were $4\frac{1}{2}$ feet in Back River and about 1 foot in Plantation Creek. Although the second ...
(CL 723/89; 17/91 CG7) 27/91

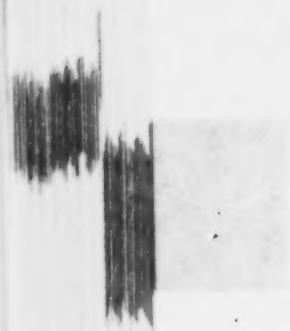
Page 207-Lines 32-34/R; read:
River at **Mile 695.8**. In November 1990, the midchannel controlling depths were 7 feet in Umbrella Cut, 5 feet in Umbrella Creek, 6 feet in Dover Creek, and 4 feet in ...
(CL 723/89; 17/91 CG7) 27/91

Page 210-Lines 58-61/R; read:
The Harris Saxon Bridge at **Mile 846.5** has a fixed span with a clearance of 65 feet. During flood (southerly flow) current from ...
(CL 328/91; 16/91 CG7) 27/91

Page 211-Line 30/R; read:
center for the State Route 401 drawbridges and 65 feet for the overhead ...
(CP 4-221/90) 27/91

Page 221-Lines 4-8/L; read:
Highway 1 bridge has a 40-foot fixed span with a clearance of 14 feet. Just ...
(CP 4-221/91; CL 280/90; 9/90 CG7) 27/91

Page 225-Line 62/R; read:
and 117.261, chapter 2, for drawbridge regulations.) In November 1990, a fixed highway bridge with a design clearance of 65 feet was under construction close north of and parallel to the existing railroad bridge.
(CL 952/90) 27/91



Page 27-Lines 21-23/L; read:
(b) From Little River Inlet, a line drawn parallel with the general trend of the highwater shoreline across Hog Inlet; thence a line drawn across the seaward ends of the Murrels Inlet jetties; thence a line drawn parallel with the general trend of the highwater shoreline across Midway Inlet, Pawleys Inlet, and North Inlet.
(FR 8/6/90) 28/91

Page 28-Lines 41-43/L; read:
(c) A line drawn from Cape Florida Light to the northernmost extremity on Soldier Key.
(FR 8/6/90) 28/91

Page 34-Lines 31-34/R; read:
(k) SR 402 bridge, mile 878.9 at Titusville. The draw shall open on signal; except that, from 6:15 a.m. to 7:15 a.m. and 3 p.m. to 4:30 p.m. Monday through Friday, except federal holidays, the draw need not open.
(FR 9/28/90) 28/91

Page 34-Lines 41-49/R; read:
(n) Merrill Barber (SR60) bridge, mile 951.9 at Vero Beach. The draw shall open on signal, except that from 7:45 a.m. to 9 a.m., 12 noon to 1:15 p.m., and 4 p.m. to 5:15 p.m., Monday through Friday, except federal holidays, the draw need open only at 8:30 a.m., 12:30 p.m., and 4:30 p.m. From October 1 through May 31, from 7 a.m. to 6 p.m., except federal holidays and as provided above, the draw need open only on the hour, quarter-hour, half-hour, and three quarter-hour.
(FR 9/17/90) 28/91

Page 34-Lines 59-64/R; read:
draw need open only on the hour and half- hour.
(q) Indiantown Road (SR 706) bridge, mile 1006.2 at Jupiter. The draw shall open on signal, except that from 7 a.m. to 6 p.m., the draw need open only on the hour, 20 minutes after the hour, and 40 minutes after the hour.
(FR 7/27/90) 28/91

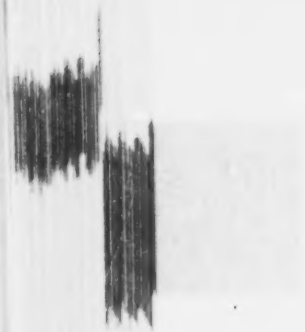
(s) FGA [illegible] open on signal; except that, from 7 a.m. to 9 a.m. and 4 p.m. to 7 p.m., Monday through Friday except Federal holidays, the draw need open only on the quarter-hour and three-quarter hour. On Saturdays, Sundays and Federal holidays from 8 a.m. to 6 p.m., the draw need open only on the hour, 20 minutes after the hour, and 40 minutes after the hour. On weekdays except Federal holidays from November 1 through April 30 from 9 a.m. to 4 p.m., the draw need open only on the hour, 20 minutes after the hour, and 40 minutes after the hour.
(t) Parker (US 1) bridge, mile 1013.7. The draw shall open on signal; except that, from 7 a.m. to 9 a.m. and 4 p.m. to 7 p.m. Monday through Friday except Federal holidays, the draw need open only on the hour and half-hour. On Saturdays, Sundays and Federal holidays from 8 a.m. to 6 p.m., the draw need open only on the hour, 20 minutes after the hour, and 40 minutes after the hour. On weekdays except Federal holidays from November 1 through April 30 from 9 a.m. to 4 p.m., the draw need open only on the hour, 20 minutes after the hour, and 40 minutes after the hour.
(FR 10/19/90) 28/91

Page 35-Lines 1-13/L; read:
(u) Flagler Memorial (SRA1A) bridge, mile 1021.9 at ...
(FR 10/19/90) 28/91

Page 35-Line 51/L; read:
hour and half-hour.
(aa-1) Boca Club, Camino Real bridge, mile 1048.2 at Boca Raton. The draw shall open on signal, except that from 7 a.m. to 6 p.m., the draw need open only on the hour, quarter-hour, half hour, and three quarter- hour.
(FR 8/23/90) 28/91

Page 35-Lines 67-68/R; read:
(qq) Jewfish Creek, mile 1134, Key Largo. The draw shall open on signal; except that from 10 a.m. to sunset, Thursday through Sunday and federal holidays, the draw need open only on the hour and half hour.
(FR 10/19/90) 28/91

COAST PILOTS



Page 36-Lines 1-14/L; read:

§117.263 Banana River.

(FR 10/19/90) 28/91

Page 36-Lines 39-48/L; read:

§117.273 Canaveral Barge Canal.

(a) The draw of the Christa McAuliffe bridge, SR 3, mile 1.0, near Indianola shall open on signal from 6 a.m. to 10 p.m. except that, from 6:15 a.m. to 7:45 a.m. and 3:30 p.m. to 5:15 p.m. Monday through Friday, except federal holidays, the draw need not open for the passage of vessels. From 10 p.m. to 6 a.m., the draw shall open on signal if at least three hours notice is given. The draw shall open as soon as possible for the passage of public vessels of the United States, tugs with tows and vessels in distress.

(FR 2/4/91) 28/91

Page 36-Lines 67/L-7/R; read:

shall be passed at any time.

(FR 10/1/90) 28/91

Page 36-Lines 8-22/R; read:

§117.295 Kissimmee River.

The draw of the Seaboard System Railroad bridge, mile 37.0 at Fort Bassinger, shall open, if at least 72 hours notice is given, for passage of floating equipment employed in flood control work under the jurisdiction of the South Florida Water Management District or the U.S. Army Corps of Engineers. The draw need not be opened for other vessels.

(FR 8/2/89) 28/91

Page 37-Lines 32-38/R; read:

signal if at least three hours notice is given.

(j) Edison Memorial (US 41) bridge, mile 134.5 at Fort Myers. The draw shall open on signal; except that from 7:30 a.m. to 8:30 a.m. and from 4 p.m. to 6 p.m. Monday through Friday except federal holidays, the draw need open only at 4:30 p.m. and 5:30 p.m. Exempt vessels shall be passed at any time.

(FR 11/20/90) 28/91

§117.325 St. Johns River.

(a) The draws of the Main Street (US17) Bridge, mile 24.7, the Acosta (SR13) Bridge, mile 24.9 and the Fuller Warren (I10-I95) Bridge, mile 25.4, all at Jacksonville, shall open on signal except that, from 7 a.m. to 8:30 a.m. and 4:30 p.m. to 6 p.m., Monday through Saturday except federal holidays, the draws need not be opened for the passage of vessels. The draws shall open at any time for vessels in an emergency involving life or property.

(FR 11/15/90) 28/91

Page 39-Lines 17-21/L; read:

passage of vessels.

(CP 4-116/86) 28/91

Page 39-Lines 25-34/R; read:

section at any time.

(b) Socastee (SR544) bridge, mile 371 at Socastee. The draw shall open on signal except that from April 1 through June 30 and October 1 through November 30 from 7 a.m. to 10 a.m. and 2 p.m. to 6 p.m. Monday through Friday, except federal holidays, the draw need open only on the quarter hour and three-quarter hour. From May 1 through June 30 and October 1 through October 31 from 10 a.m. to 2 p.m., Saturdays, Sundays and federal holidays, the draw need open only on the quarter hour and three-quarter hour.

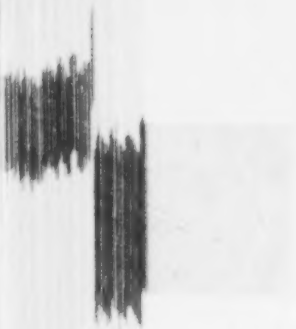
(FR 1/15/91) 28/91

Page 39-Lines 51-57/R; read:

not open except on the hour and half-hour.

(e) John Limehouse bridge across the Stono River, mile 479.3 at Johns Island. The draw shall open on signal; except that between 6:30 a.m. and 9 a.m., and 4 p.m. and 6:30 p.m., Monday through Friday except federal holidays the draw need open only on the hour and 30 minutes after the hour. Between 9 a.m. and 4 p.m., Monday through Friday except federal holidays, from March 15 to June 15, and from September 15 to November 15, the bridge need not be opened except on the hour, 20 minutes after the hour, and 40 minutes after the hour.

(FR 6/15/90) 28/91



Page 40-Line 66/L; read:
Georgia.

§117.938 Waccamaw River.

The draw of the Waccamaw Coast Line Railroad bridge, mile 44.4 at Conway, shall open on signal; except that from 8 a.m. to 6 p.m. Monday through Friday, the draw shall open on signal if at least one hour notice is given.

(FR 1/15/91) 28/91

Page 41-Lines 11-17/L; read:
regulated navigation areas.

(33 CFR 160.5) 28/91

Page 42-Lines 19-27/R; read:

(b) This part does not apply to recreational vessels under 46 U.S.C. 4301 et seq. and, except 160.215, does not apply to passenger and supply vessels when they are employed in the exploration for or in the removal of oil, gas, or mineral resources on the continental shelf.

(c) Sections 160.207 and 160.209 do not apply to the following:

(1) Each vessel of less than 1600 gross tons, except foreign vessels of less than 1600 gross tons entering ports or places in the Miami Captain of the Port Zone as described in 3.35-10(b) of this chapter.

(FR 4/7/89) 28/91

Page 43-Lines 8-9/R; read:
destination in the United States must be notified of-

(1) The name, country of registry, and call sign or official number of the vessel;

(FR 4/7/89) 28/91

Page 43-Lines 16-28/R; read:
change is known.

§160.209 [Reserved]

(33 CFR 160.209) 28/91

place of-

(1) The name, country of registry, and call sign or official number of the vessel;

(FR 4/7/89) 28/91

Page 43-Lines 67-68/R; read:
2 hours after the vessel's arrival of-

(1) The name, country of registry, and call sign or official number of the vessel;

(FR 4/7/89) 28/91

Page 45-Lines 53-55/L; read:

§164.02 Applicability exception for foreign vessels.

(a) This part (including **§164.38** and **§164.39**) does not apply to vessels that:

(1) Are not destined for, or departing from, a port or place subject to the jurisdiction of the United States; and

(2) Are in:

(i) Innocent passage through the territorial sea of the United States; or

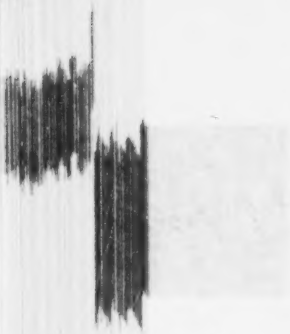
(ii) Transit through navigable waters of the United States which form a part of an international strait.

§164.03 Incorporation by reference.

(a) Certain materials are incorporated by reference into this part with the approval of the Director of the Federal Register. The Office of the Federal Register publishes a table, "Material Approved for Incorpora- tion by Reference," which appears in the Finding Aids section of this volume. In that table is found the date of the edition approved, citations to the particular sections of this part where the material is incorporated, addresses where the material is available, and the date of the approval by the Director of the Federal Register. To enforce any edition other than the one listed in the table, notice of the change must be published in the FEDERAL REGISTER and the material made available. All approved material is on file at the Office of the Federal Register, Washington, DC 20408 and at Room 4402, U.S. Coast Guard Headquarters, 2100 Second St. SW, Washington, DC.

(b) The materials approved for incorporation by reference in this part are: Radio Technical Commission For Marine Services (RTCM) Paper 12-78/DO-100 dated 12/20/77.

(33 CFR 164) 28/91



Page 46-Line 3/L; read:
Great Lakes and their connecting and tributary waters.

§164.15 Navigation bridge visibility.

(a) The arrangement of cargo, cargo gear, and trim of all vessels entering or departing from U.S. ports must be such that the field of vision from the navigation bridge conforms as closely as possible to the following requirements:

(1) From the conning position, the view of the sea surface must not be obscured by more than the lesser of two hip lengths or 500 meters (1640 feet) from dead ahead to 10 degrees on either side of the vessel. Within this arc of visibility any blind sector caused by cargo, cargo gear, or other permanent obstruction must not exceed 5 degrees.

(2) From the conning position, the horizontal field of vision must extend over an arc from at least 22.5 degrees abaft the beam on one side of the vessel, through dead ahead, to at least 22.5 degrees abaft the beam on the other side of the vessel. Blind sectors forward of the beam caused by cargo, cargo gear, or other permanent obstruction must not exceed 10 degrees each, nor total more than 20 degrees, including any blind sector within the arc of visibility described in paragraph (a)(1) of this section.

(3) From each bridge wing, the field of vision must extend over an arc from at least 45 degrees on the opposite bow, through dead ahead, to at least dead astern.

(4) From the main steering position, the field of vision must extend over an arc from dead ahead to at least 60 degrees on either side of the vessel.

(b) A clear view must be provided through at least two front windows at all times regardless of weather conditions.

(FR 8/8/90) 28/91

Page 47-Lines 19-20/R; read:

§164.40 Devices to indicate speed and distance.

(a) Each vessel required to be fitted with an Automatic Radar Plotting Aid (ARPA) under **§164.38** must be fitted with a device to indicate speed and distance of the vessel either through the water, or over the ground. Vessels constructed prior to September 1, 1984, must have this equipment according to the following schedule:

(1) Each tank vessel constructed before September 1, 1984, operating on the navigable waters of the United States-

(i) If of 40,000 gross tons or more, by January 1, 1985;

(ii) If of 10,000 gross tons or more but less than 40,000 gross tons, by January 1, 1986.

(2) Each self-propelled vessel constructed before September 1, 1984, that is not a tank vessel, operating on the navigable waters of the United States-

(i) If of 40,000 gross tons or more, by September 1, 1986;

(ii) If of 20,000 gross tons or more, but less than 40,000 gross tons, by September 1, 1987;

(iii) If of 15,000 gross tons or more, but less than 20,000 gross tons, by September 1, 1988.

(b) The device must meet the following specifications:

(1) The display must be easily readable on the bridge by day or night.

(2) Errors in the indicated speed, when the vessel is operating free from shallow water effect, and from the effects of wind, current, and tide, should not exceed 5 percent of the speed of the vessel, or 0.5 knot, whichever is greater.

(3) Errors in the indicated distance run, when the vessel is operating free from shallow water effect, and from the effects of wind, current, and tide, should not exceed 5 percent of the distance run of the vessel in one hour or 0.5 nautical mile in each hour, whichever is greater.

(33 CFR 164) 28/91

Page 48-Line 48/R; read:
establishment.

§165.8 Geographic coordinates.

(33 CFR 165) 28/91

Page 50-Lines 12-14/L; read:
Brevard County, Florida. All waters of the East Basin north of latitude 28°24'36"N.

(FR 6/22/89) 28/91

Page 50-Line 54/L; read:
promulgated notices.

§165.720 Safety/Security Zone: St. Johns River, Jacksonville, FL.

(a) Location. The water and the land within the following boundaries are established as a safety and security zone during specified conditions:

(1) All waters within 200 yards of Blount Island, Jacksonville, Florida and all adjacent land within 100 yards of the island shoreline during staging of Department of Defense equipment and during the loading/unloading of military supply vessels.

(2) All waters within 200 yards of "any" waterfront facility at which a laden military vessel is located and all land at the facility, including docks and piers, within 100 yards of the St. Johns River.

(3) All waters within 200 yards of any specified military supply vessel during its transit of the St. Johns River and out to three (3) nautical miles offshore.

(b) Regulations. (1) For public notice, the zone described in paragraph (a)(1) of this section is effective beginning 11 December 1990 and will remain in force until cancelled by the Captain of the Port Jacksonville, Florida.

(2) The COTP Jacksonville may activate, as necessary, any portion of the safety/security zone described in paragraphs (a)(2) and (a)(3) of this section by means of locally promulgated broadcast notice to mariners. Once implemented, neither overtaking nor meeting situations will be allowed during specified vessel transits.

(3) In accordance with the general regulations governing safety and security zones contained in 33 CFR 165.23 and 165.33 of this part, entry into any portion of the described zone is prohibited unless authorized by the Captain of the Port Jacksonville, Florida.

(4) This regulation does not apply to authorized law enforcement agencies operating within the safety/security zone.

(FR 12/17/90) 28/91

Page 50-Lines 2-19/R; read:
Terminal, Jacksonville, Florida.

(3) Zone C: 100 yards in all directions on land from Gate berth #1 and all waters within the Back River (locally known as the Gate Slip) on Blount Island, Jacksonville, Florida, commencing from a line drawn between the southwesterly most shore point 30°23'34"N., 81°30'52"W. and the southeasterly most shore point 30°23'38"N., 81°30'36"W.

(b) The areas described in paragraph (a) of this section may be closed to all vessels and persons, except those vessels and persons authorized by the Commander, Seventh Coast Guard District or the Captain of the Port, Jacksonville, Florida, whenever specified Maritime Prepositioned Ships are transiting the St. Johns River (Zone A), moored at Blount Island (Zone B), or moored at Gate Terminal (Zone C).

(c) The general regulations governing safety zones contained in 33 CFR 165.23 apply.

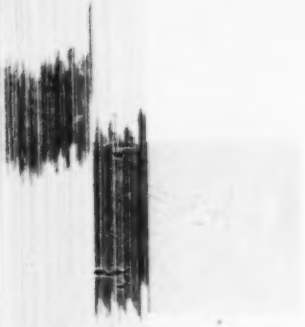
(d) The Captain of the Port Jacksonville, Florida will activate the safety zones or specific portions of them by issuing a local broadcast notice to mariners. The closing of the area at Blount Island, described above, will be signified by the display of a rotating yellow light located on the waterfront at Blount Island Marine Terminal or at the Gate Terminal Berth #1.

(FR 5/17/91) 28/91

Page 50-Lines 34-51/R; read:
Terminal, Jacksonville, Florida.

(3) Zone C: 100 yards in all directions on land from Gate berth #1 and all waters within the Back River (locally known as the Gate Slip) on Blount Island, Jacksonville, Florida, commencing from a line drawn between the southwesterly most shore point 30°23'34"N., 81°30'52"W. and the southeasterly most shore point 30°23'38"N., 81°30'36"W.

(b) The areas described in paragraph (a) of this section may be closed to all vessels and persons, except those vessels and persons authorized by the Commander, Seventh Coast Guard District or the Captain of the Port, Jacksonville, Florida, whenever specified Maritime Prepositioned Ships are transiting the St. Johns River (Zone A), moored at Blount Island (Zone B), or moored at Gate Terminal (Zone C).



(c) The general regulations governing safety zones contained in 33 CFR 165.23 apply.

(d) The Captain of the Port Jacksonville, Florida will activate the safety zones or specific portions of them by issuing a local broadcast notice to mariners. The closing of the area at Blount Island, described above, will be signified by the display of a rotating yellow light located on the waterfront at Blount Island Marine Terminal or at the Gate Terminal Berth #1.

(FR 5/17/91) 28/91

Page 50-Lines 52-57/R; read:

§165.730 Kings Bay, GA-Regulated navigation area.

Vessels transiting in the water bounded by the line connecting the following points must travel no faster than needed for steerageway:

30°47'58.5"N., 81°29'24.5"W.
30°46'44.0"N., 81°29'18.4"W.
30°47'35.0"N., 81°30'16.5"W. and thence to the point of beginning.

(FR 5/12/89) 28/91

Page 50-Lines 58-68/R; read:

§165.731 Safety/Security Zone; Cumberland Sound, Georgia and St. Marys River Entrance Channel.

(a) Location. A permanent safety/security zone is established within the following coordinates, the area enclosed by a line starting at

30°44'55"N., 81°29'39"W.; thence to
30°44'55"N., 81°29'18"W.; thence to
30°46'35"N., 81°29'18"W.; thence to
30°47'02"N., 81°29'34"W.; thence to
30°47'21"N., 81°29'39"W.; thence to
30°48'00"N., 81°29'42"W.; thence to
30°49'07"N., 81°29'56"W.; thence to
30°49'55"N., 81°30'35"W.; thence to
30°50'15"N., 81°31'08"W.; thence to
30°50'14"N., 81°31'30"W.; thence to
30°49'58"N., 81°31'45"W.; thence to
30°49'58"N., 81°32'03"W.; thence to
30°50'12"N., 81°32'17"W.; thence

following the land based perimeter boundary to the point of origin.

(b) A temporary safety/security zone, established by the Captain of the Port, Jacksonville, Florida, encompasses all waters and land from bank to bank within Cumberland Sound and the St. Marys Entrance Channel: the northern extent of this zone starts at the southern tip of Crab Island; lighted buoy number "1" at the mouth of the Amelia River demarks the southern boundary; daymarker number "2" at the mouth of the St. Marys River indicates the western boundary; and the eastern boundary extends out to three (3) nautical miles in the Atlantic Ocean, with the zone also encompassing the waters within 1000 yards of the entrance channel east of the jetties.

(c) Regulations. (1) The Captain of the Port, Jacksonville, Florida will activate the temporary safety/security zone described in paragraph (b) of this section by issuing a local broadcast notice to mariners.

(2) All persons and vessels in the vicinity of the safety/security zone shall immediately obey any direction or order of the Captain of the Port, Jacksonville, Florida.

(3) The general regulations governing safety and security zones contained in 33 CFR 165.23 and .33 apply. No person or vessel may enter or remain within the designed zones without the permission of the Captain of the Port, Jacksonville, Florida.

(4) This regulation does not apply to persons or vessels operating under the authority of the United States Navy nor to authorized law enforcement agencies.

(FR 10/19/90) 28/91

Page 51-Lines 1-18/L; read:

Part 207-Navigation Regulations.

(FR 10/19/90) 28/91

Page 57-Lines 6-68/R; read:

North Carolina, and such agencies as he may designate.

§334.460 Cooper River and tributaries at Charleston, SC.

(a) The areas:

(1) That portion of the Cooper River beginning on the west shore at

32°52'37"N., 79°58'06"W.; thence to
32°52'37"N., 79°58'03"W.; thence to
32°52'27"N., 79°68'01"W.; thence to

(continued on next page)

32°52'06"N., 79°57'54"W.; at the west channel edge, thence to
32°51'48.5"N., 79°57'41.5"W.; thence to
32°51'33"N., 79°57'27"W.; thence to
32°51'19"N., 79°57'05"W.; thence to
32°51'01"N., 79°56'07"W.; thence to
32°50'50"N., 79°56'02"W.; thence to
32°50'48"N., 79°56'07"W.; on the west shore, thence north along the shoreline including the reach of Noisett Creek to the eastern boundary of the Navy Base to the beginning point at the west shore at
32°52'37"N., 79°58'06"W.

(2) The reach of Shipyard Creek upstream from a line 300 feet from and parallel to the upstream limit of the Improved Federal Turning Basin.

(3) That portion of the interior Shipyard Creek commencing at 32°49'50"N., 79°56'10"W., being a point at the southern tip of the shoreline where the northern shore of Shipyard Creek joins the Cooper River, thence going along the northern shore of Shipyard Creek to the southern portion of the existing restructed area in paragraph (a)(2) of this section; thence along said line being 300 feet from and parallel to the upstream limit of the Improved Federal Turning Basin for a distance of 15 feet, thence to the most northerly point of the Improved Federal Turning Basin, thence along the northeastern edge for the Improved Turning Basin to the northeast edge of the main channel of Shipyard Creek to a point lying in the mouth of Shipyard Creek where it reaches the Cooper River at the northeast edge of the main channel of the Shipyard Creek and 79°56'10"W., thence to the beginning point at 32°49'50"N., 79°56'10"W.

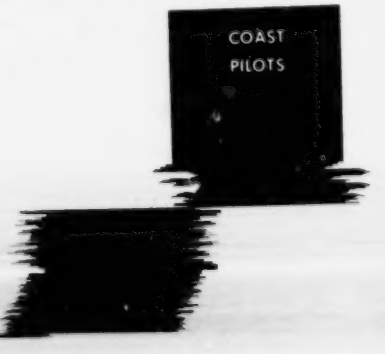
(4) That portion of the Cooper River surrounding Pier Yankee beginning at a point on the west shore of the Cooper River at
32°50'00"N., 79°56'10.5"W.; thence to
32°50'00"N., 79°55'55"W.; thence to
32°49'54"N., 79°55'55"W.; thence to
32°49'50"N., 79°56'10"W.; thence north along the shore to the beginning point at the west shore of the Cooper River at
32°50'00"N., 79°56'10.5"W.

(5) That portion of the Cooper River beginning on the west channel edge at
32°52'06"N., 79°57'54"W.; thence to the east shore at
32°52'13"N., 79°57'30"W.; thence along the eastern shore to
32°51'30"N., 79°56'15.5"W.; thence to
32°51'01"N., 79°55'50"W.; thence to
32°50'52"N., 79°56'03.5"W.; thence to
32°51'01"N., 79°56'07"W.; thence to
32°51'19"N., 79°57'05"W.; thence to
32°51'33"N., 79°57'27"W.; thence to
32°51'48.5"N., 79°57'41.5"W.; thence to the beginning point at the west channel edge at
32°52'06"N., 79°57'54"W.

(6) That portion of the Cooper River beginning on the west shore at
32°50'48"N., 79°56'07"W.; thence to
32°50'50"N., 79°56'02"W.; thence to
32°50'32"N., 79°55'55"W.; thence to
32°50'00"N., 79°55'55"W.; thence to
32°50'00"N., 79°56'10.5"W.; on the west shore, thence along the shoreline to the beginning point on the west shore at
32°50'48"N., 79°56'07"W.

(7) That portion of Goose Creek beginning at a point on the west shore of Goose Creek at its intersection with the Cooper River at
32°54'32"N., 79°57'04"W.; thence proceeding along the western shoreline of Goose Creek for approximately 6.9 miles to its intersection with the Seaboard Coastline Railroad at
32°55'34"N., 79°59'30"W.; thence in a northwesterly direction along the Seaboard Coastline Railroad to
32°55'37"N., 79°59'32"W.; thence proceeding along the eastern shoreline of Goose Creek in a southeasterly direction to
32°54'33"N., 79°56'59"W.; thence back to
32°54'32"N., 79°57'04"W.

(8) That portion of the Cooper River, extending from the mouth of Goose Creek, to a point approximately five-hundred (500) yards north of Red Bank Landing, a distance of approximately 4.8 miles and, the tributaries to the Cooper River within the area enclosed by the following arcs and their intersections:
(i) Radius=8,255' center of radius,
32°55'45"N., 79°45'23"W.



(ii) Radius=3,790' center of radius,
32°55'00"N., 79°55'41"W.
(iii) Radius=8,255' center of radius,
32°55'41"N., 79°56'15"W.
(iv) Radius=8,255' center of radius,
32°56'09"N., 79°56'19"W.

(9) That portion of the Cooper River beginning on the western shoreline at
32°54'37"N., 79°57'01"W.; thence proceeding along the western shoreline in a northerly direction for approximately 4.8 miles to
32°57'32"N., 79°55'27"W.; thence in a southerly direction for approximately 100 yards to
32°57'29"N., 79°55'23"W., thence in a southwesterly direction, paralleling theshoreline to
32°56'48"N., 79°55'48"W.; thence in an easterly direction for approximately 50 yards to
32°56'49"N., 79°55'46"W., thence in a southerly direction, paralleling the shoreline, to
32°56'40"N., 79°55'40"W.; thence in a westerly direction for approximately 50 yards to
32°56'39"N., 79°55'42"W.; thence in a southwesterly direction, paralleling the shoreline, to
32°56'15"N., 79°56'07"W.; thence in a southwesterly direction to
32°56'05"N., 79°56'17"W.; thence in a westerly direction, for approximately 50 yards to
32°56'05"N., 79°56'19"W.; thence in a southerly direction, paralleling the shoreline to
32°55'45"N., 79°56'19"W.; thence in a southwesterly direction to
32°55'42"N., 79°56'13"W.; thence in a southeasterly direction, paralleling the shoreline, to
32°55'18"N., 79°55'55"W.; thence in a southwesterly direction to
32°55'16"N., 79°56'00"W.; thence in a southwesterly direction paralleling the shoreline to
32°54'35"N., 79°56'57"W., thence back to
32°54'37"W., 79°57'01"W.

(10) That portion of the Cooper River beginning at a point near the center of the Cooper River at
32°55'03"N., 79°55'42"W.; thence easterly to
32°55'03"N., 79°55'35"W.; thence southerly to
32°54'52"N., 79°55'33"W.; thence westerly to
on the southern shoreline of Foster Creek at its intersection with Back River at
32°58'30"N., 79°56'33"W.; thence proceeding along the southern shoreline to the terminus of Foster Creek; thence backdown its northern shoreline of Foster Creek
32°58'34"N., 79°56'34"W.; thence back to
32°58'30"N., 79°56'33"W.

(b) The regulations:

(1) Unauthorized vessels and other watercraft shall not enter at any time, the restricted areas described in paragraph (a)(1), (a)(2), and (a)(4) of this section.

(2) Vessels and other watercraft entering the restricted area described in paragraph (a)(5) of this section, shall proceed at normal speed and under no circumstances anchor, fish, loiter, or photograph until clear of the restricted area.

(3) Vessels and other watercraft may be restricted from using any or all of the area described in paragraph (a)(3), and (a)(6) of this section when deemed necessary and appropriately noticed by Commander, Naval Base, Charleston, SC, for security or other military operations without first obtaining escort or other approval from Commander, Naval Base, Charleston.

(4) Vessels and other watercraft, other than those specifically authorized by Commanding Officer, U.S. Naval Weapons Station, Charleston, SC, entering the restricted area described in paragraph (a)(8) of this section, shall proceed at normal speed, and under no circumstances anchor, fish, loiter, or photograph in any way until clear of the restricted areas.

(5) Vessels and other watercraft, other than those specifically authorized by Commanding Officer, U.S. Naval Weapons Station, Charleston, SC, entering the area described in paragraphs (a)(9) and (a)(10) of this section are prohibited from entering within one-hundred (100) yards of the west bank of the Cooper River, in those portions devoid of any vessels or man-made structures. In those areas where vessels or man-made structures are present, the restricted area will be 100 yards from the shoreline or 50 yards beyond those vessels or other man-made structures, whichever is greater. This includes area in paragraph (a)(10) of this section.

(continued on next page)

(6) In the interests of National Security, Commanding Officer, U.S. Naval Weapons Station, Charleston, SC, may, at his/her discretion, restrict passage of watercraftand vessels in the areas described in paragraphs (a)(7) and (a)(11) of this section until such time as he/she determines such restriction may be terminated.

(7) All restricted areas will be marked with suitable warning signs.

(8) The regulations described in paragraphs (b)(1), (2) and (3) of this section shall be enforced by Commander, Naval Base, Charleston, and such agencies as he/she may designate.

(9) The regulations described in paragraphs (b)(4), (5) and (6) of this section shall be enforced by the Commanding Officer, U.S. Naval Weapons Station, Charleston, SC, and such agencies as he/she may so designate.

(10) It is understood that none of the restrictions herein will apply to properly marked Federal vessels performing official duties. It is further understood that Federal employees will not take photographs from within the above described restricted areas.

(FR 2/2/90) 28/91

Page 58-Lines 1-8/L; read:
§334.470 Cooper River and Charleston Harbor, SC:
(FR 2/2/90) 28/91

Page 59-Line 53/R; read:
described in 33 CFR 334.540, and the shoreline at ...
(FR 10/22/85; NOS/91) 28/91

Page 111-Line 37/R; read:
highway bridge, has a fixed span with a clearance of 36...
(BB/84) 28/91

Page 111-Line 42/R; read:
117.59 and 117.938, chapter 2, for drawbridge regulations.)
(FR 1/15/91) 28/91

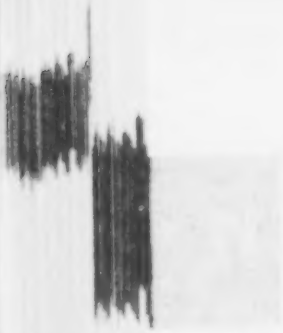
Page 111-Line 66/R; read:
foot. (See **117.1 through 117.49**, chapter 2, for ...
(33 CFR 117) 28/91

Page 141-Line 61/R; read:
A safety/security zone has been established in Kings Bay. (See ...
(FR 10/19/90) 28/91

Page 147-Line 12/R; read:
165.720, 165.728, and 165.729, chapter 2, for limits and regulations.
(FR 12/17/90) 28/91

Page 196-Lines 30-31/L; read:
Triangle and Eastern Triangle to Buoys 14 and 15.
(FGA 18-19/90) 28/91

Page 196-Line 41/L; read:
A 7 knot speed limit is enforced in the channel outside...
(FGA 18-19/90) 28/91



Page 211-Line 60/L; read:
and 117.261(k), chapter 2, for drawbridge regulations.)
(FR 9/28/90) 28/91

Page 214-Lines 22-27/L; read:
feet at the center. (See **117.1 through 117.59 and 117.261**(n), chapter 2, for drawbridge regulations.) A **special anchorage** is about 0.8 mile northeast of Vero Beach just inside a channel leading northeastward then northerly from the waterway to the mouth **Bethel Creek.** (See **110.1 and 110.73**(b), chapter 2, for limits and regulations.)
(FR 8/23/90) 28/91

Page 216-Line 61/R; read:
through 117.49, chapter 2, for drawbridge ...
(FR8/2/89) 28/91

Page 220-Lines 43-45/R; read:
clearance of 19 feet at the center. Just south of the west side, is a surfaced ...
(CL 457/91; CP 4-245/87) 28/91

Page 220-Line 53/R; read:
a bascule span with a clearance of 9 feet at the center. (See **117.1 through 117.59 and 117.261** (aa-1), chapter 2, for drawbridge regulations.)
(FR 8/23/90) 28/91

Page 225-Lines 25-26/L; read:
having a clearance of 11 feet. (See **117.1 through 117.49**, chapter 2, for drawbridge regulations.) A ...
(FR 10/1/90) 28/91

COAST PILOT 5 21st Ed 1989 NEW EDITION 48/89

(NOS)

COAST PILOT 5 21st Ed 1989 LAST NM 48/89

Page 186-Lines 62-63/L; read:
via The Jump with the Gulf. In March 1989, the controlling depth was 14 feet from the Gulf to the junction ...
(5-205/89) 49/89

October 1988, the controlling depths were 31 feet to the Seabrook Highway and Southern Railway bridges at the N end of the canal, thence 16 feet across the bar into Lake ...
(5-205/89) 49/89

Page 196-Line 22/R; read:
for the crossings is 45 feet to mile 181 AHP, thence 40 feet to Baton Rouge. In 1980, the U.S. Army Corps ...
(5-171/89) 49/89

Page 205-Lines 25-26/L; read:
Barataria to the Intracoastal Waterway. In March 1989, the controlling depth was 15 feet across the bar, thence 11 ...
(5-205/89) 49/89

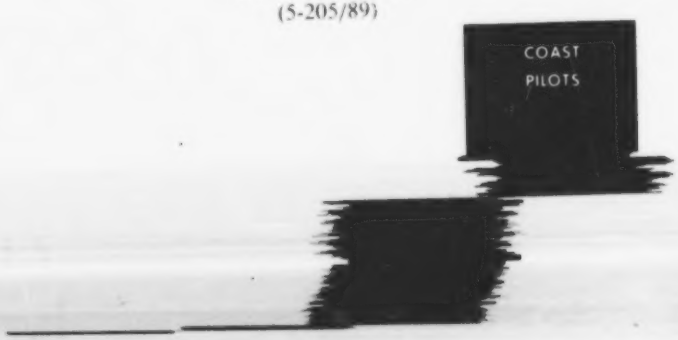
Page 205-Lines 61-62/L; read:
to the town of Grand Isle. In October 1988, the controlling depth was 11 feet to Daymark 14, thence 7 feet to ...
(5-205/89) 49/89

Page 213-Line 67/L; read:
October 1988, the controlling depth was 8 feet.
(5-205/89) 49/89

Page 213-Line 7/R; read:
March 1989, the controlling depth was 22 feet.
(5-205/89) 49/89

Page 213-Line 10/R; read:
March 1989, the controlling depth was 20 feet from the ...
(5-205/89) 49/89

Page 215-Line 38/R; read:
In December 1988, the controlling depth was 6 feet across the ...
(5-205/89) 49/89



Page 217–Line 11/L; read:
Canal. In December 1988, the controlling depth was 7 feet . . .
(5-205/89) 49/89

Page 217–Lines 42-45/R; read:
controlling depth were 8 feet across the bar in Vermilion Bay, thence in December 1988, 8 feet through Four Mile Cutoff, thence 9 feet to Woodlawn, thence 8 feet to Broussard Highway Bridge, thence 6 feet to . . .
(5-205/89) 49/89

Page 219–Lines 22-25/L; read:
Waterway near Intracoastal City. In November 1988, the controlling depth was 11 feet in Freshwater Bayou Canal from the Intracoastal Waterway to Schooner Bayou, thence in December 1988, 9 feet in Schooner Bayou to Schooner Bayou . . .
(5-205/89) 49/89

Page 219–Lines 28-29/L; read:
Intracoastal Waterway to the W of Vermilion Lock. In November 1988, the controlling depth was 8 feet in North Prong-Schooner . . .
(5-205/89) 49/89

Page 219–Line 56/L; read:
navigation. In December 1988, the controlling depth was 4 . . .
(5-205/89) 49/89

Page 219–Line 9/R; read:
Grand Lake is from 4 to 7 feet deep, but the entrances . . .
(5-205/89) 49/89

Page 220–Lines 21-26/L; read:
In January 1989, the controlling depths were 9 feet through the jettied entrance from sea to Lower Mud Lake, and to Grand Chenier about 6 miles above the mouth of the river, thence 8 feet to the control structure at Catfish Point, thence 4 feet to and through Grand Lake, to the Intracoastal Waterway, thence 9 feet through . . .
(5-205/89) 49/89

Page 132–Line 12/L; read:
Central Yacht Basin.

Pinellas County Waterway Management Committee has a boating education and safety telephone hot line (813-864-8559) which offers the marine public local safe-boating course information.
(CP5-132/89) 51/89

Page 137–Lines 61-63/L; read:
reported depths of 8 to 15 feet alongside. A circular boat basin, accessible through a . . .
(5-126A/89) 51/89

Page 163–Lines 18-19/R; read:
In December 1988, the controlling depth was 2 1/2 feet to the mouth of the bayou, thence 2 feet to the . . .
(5-151A/89) 51/89

Page 168–Lines 12-13/R; read:
entrance to Industrial Seaway. In January-May 1989, the controlling depth was 10 feet (12 feet at midchannel) to the seaway. The . . .
(CL-732/89) 51/89

Page 168–Lines 34-35/R; read:
turning basin in **Ott Bayou**. In April 1989, the controlling depth was 8 feet, thence in . . .
(CL 732/89) 51/89

Page 170–Lines 7-8/L; read:
about 1.2 miles to the small-craft harbor. In April 1989, the controlling depth was 8 feet in the channel, thence 6 to 8 feet in the . . .
(CL 732/89) 51/89

Page 189–Lines 43-48/L; read:
of the lock, has a vertical lift span with a clearance of 50 feet down and 120 feet up. The combination Seabrook Highway and . . .
(CL 1032/88; CP 5-175/89) 51/89

Page 220–Lines 38-40/R; read:
distances as follows: Bayou Nezpique, 12 feet for about 6.1 miles to Interstate Route 10 highway bridge in January 1989, thence in 1963, 14 feet for 5.2 miles, thence 4 feet for about 11 miles; Bayou de Cannes, 8 feet for about 4 miles to the Interstate Route 10 bridge in January 1989, thence in . . .
(5-205/89) 51/89

Page 224–Lines 12-13/L; read:
cutoff, which is 0.3 mile below Sulphur. In March 1989, the controlling depth was 8 feet to the highway bridge.
(5-205/89) 51/89

Page 224–Lines 28-29/L; read:
diesel fuel, and water are available. In February 1989, the controlling depth was 8 feet from the cargo wharves to . . .
(5-205/89) 51/89

Page 226–Lines 2-4/R; read:
mile above the navigation structure. In February 1989, the controlling depth in West Fork was 18 feet for 7 miles to its junction with Houston River, thence 11 feet for . . .
(5-205/89) 51/89

Page 226–Lines 15-16/R; read:
Calcasieu River. In February 1989, the controlling depth was 12 feet to the fixed highway bridge at **Anthony**, about . . .
(5-205/89) 51/89

Page 226–Lines 34-37/R; read:
In October 1988, the controlling depth in Calcasieu River was 9 feet from Interstate Route 10/U.S. Route 90 bridge to the junction with **West Fork**, thence 7 feet to **Point Fing**, thence 6 feet to **Hecker**; above this point, the . . .
(5-205/89) 51/89

Page 256–Line 30/L; read:
50 feet. A fixed highway bridge with a clearance of 37 feet is about 12.7 miles above the waterway. A railroad bridge and a highway bridge at . . .
(CI 8/89; CP 5-240/89; NOS/89) 51/89

Page 279–Lines 48-50/R; read:
to 40 feet long are available.
(CP 5-122/89) 51/89

Page 284–Lines 65-66/R; read:
January 1989, the slip had a centerline controlling depth of 24 feet to the lower end of the wharf, thence 19 feet to . . .
(5-205/89) 51/89

Page 286–Lines 31-32/R; read:
SW of Gibson, and thence in March 1989, the controlling depth was 20 feet from the turning basin to the W junction . . .
(5-205/89) 51/89

Page 291–Lines 26-27/L; read:
258.4W. In March 1989, the canal had a controlling depth of 6 feet to a point about 6.3 miles N of the waterway, thence . . .
(CP 5-205/89) 51/89

Page 299–Lines 12-17/R; read:
uninhabited and has no anchorages along its shore.
(NM 6/82; NOS 25671) 51/89

COAST PILOT 5 21st Ed 1989 LAST NM 51/89

Page 18–Line 47/R; read:
especially for maritime services are more reliable.

(also insert after: EPIRB table from back of Coast Pilots section).

(CP 1-8/89) 2/90

COAST PILOT 5 21st Ed 1989 LAST NM 2/90

Page 6–Lines 48-58/R; read:
weather warning.
(1-1/89) 11/90

Page 12–Lines 59-62/L; read:
(NMA), New Orleans (NMG), San Juan, PR (NMR), and Honolulu, HI (NMO). The Canadian Coast Guard also broadcasts NAVTEX information from Sydney, Nova Scotia. U.S. Coast Guard broadcasts of NAVTEX are expected to begin from other Pacific locations by early 1990.
(1-12/89) 11/90

Page 12–Line 68/L; read:
carriage of NAVTEX receivers is required for Safety of Life . . .
(1-12/89) 11/90

Page 17–Lines 3-4/R; read:
Avoidance of collision with offshore light stations and large navigational buoys . . .
(1-17/89) 11/90

Page 17–Line 14/R; read:
Experience shows that offshore light . . .
(1-17/89) 11/90

Page 17–Lines 18-19/R; read:
approaching fixed offshore light structures and large navigational buoys (LNB) on radio . . .
(1-17/89) 11/90

Page 17–Line 22/R; read:
It should be borne in mind that most . . .
(1-17/89) 11/90

Page 17–Lines 29-48/R; read:
pass close aboard.
(1-17/89) 11/90

Page 22–Lines 56-59/L; read:
vessel of the fact.
(1-17/89) 11/90

COAST PILOT 5 21st Ed 1989 LAST NM 11/90

Page 176–Line 36/L; read:
regulations.)

NOTICE TO COMMERCIAL MARITIME INTEREST IN LAKE PONTCHARTRAIN.–Local Regulations.

Effective July 14, 1988, the Louisiana Legislature passed and Governor Roemer signed into law La. Acts (1988) No. 552, regulating navigational safety near the Lake Pontchartrain Causeway Bridges. Key features of this Act:

(1) Require all tugs, towboats, selfpropelled dredges, jack-up barges, jack-up rigs and all self-propelled vessels of one hundred net tons or greater, or one hundred feet in overall length or greater, and all vessel flotillas of one hundred aggregate net tons or greater operating on Lake Pontchartrain to be equipped with Loran C equipment suitable for use with the Lake Pontchartrain Collision Avoidance Warning System (CAWS);

(2) Establish a "prohibited zone" paralleling each side of the entire length of the Lake Pontchartrain Causeway Bridge and extending outward for a distance of one mile from the easterly and westerly outboard sides of the causeway bridge twin spans;

(3) Prohibit all privately-owned vessels within the classes listed in paragraph (1), above, from entering, navigating , mooring, or anchoring in

(continued on next page)

any manner within the "prohibited zone," except: (a) as required to navigate through the Lake Pontchartrain Causeway Bridge openings upon such course and upon such directions as may be given by the causeway bridge tender, (b) as required in an emergency to protect against loss of life or property, or (c) as otherwise permitted in accordance with permitting procedures set forth by the Act and the Rules and Regulations of the Greater New Orleans Expressway Commission;

(4) Provides for the assessment of a civil penalty in the amount of up to $1000 per vessel per violation against the owner, operator, or charterer of any vessel within the classes listed in paragraph (1), above, which impermissibly enters the prohibited zone," or which enters the "prohibited zone" without the Loran C equipment required by the Act;

(5) Requires that all collisions, accidents or other casualties involving a vessel within any of the classes listed in paragraph (1), above, be reported to the Greater New Orleans Expressway Commission within 48 hours if such casualty has resulted in death or injury, or within 5 days, if such casualty resulted in property damage exceeding $200.

At its regular meeting on October 4, 1988, the Greater New Orleans Expressway Commission adopted rules and guidelines for the administration and enforcement of Act No. 552.

ALL MARINERS SHOULD BE ADVISED THAT THE GREATER NEW ORLEANS EXPRESSWAY COMMISSION STRICTLY ENFORCE THE PROVISIONS OF ACT NO. 552. Inquiries regarding the Loran C equipment required by this act should be addressed to Offshore Navigation, Inc. (ONI), 5728 Jefferson Highway, Jefferson, Louisiana. Telephone (504) 733-6790.

(CP 5-176/90) 15/90

Page 18–Lines 55-68/R; read:

(insert after: LORAN - C information from back of Coast Pilots section).

(LL/90) 21/90

Page 19–Lines 1-12/L; read:

Omega.-Omega is a continuous radio navigation system . .

(LL/90) 21/90

COAST PILOT 5 21th Ed 1989 LAST NM 21/90

Page 107–Lines 34-35/R; read:

mouth of the Caloosahatchee River. In March 1988, the centerline controlling depth was 10 feet from the Gulf to . . .

(BP 136710; 8/89 CG7) 24/90

Page 143–Lines 40-41/R; read:

entrance to the cut is protected by twin jetties. In December 1988, the controlling depth was 8 feet. The channel is . . .

(CL 53/89) 24/90

Page 144–Lines 4-5/L; read:

March 1989, the controlling depth was 2 feet in the entrance channel and in the channel paralleling the . . .

(CL 329/89) 24/90

Page 144–Lines 10-11/L; read:

Creek. In December 1988, the controlling depth was 6 1/2 feet in the channel and in the basin.

(CL 53/89) 24/90

Page 144–Lines 43-45/R; read:

East Point to Apalachicola. The bridge has a fixed span with a clearance of 65 feet over the main channel. Overhead . . .

(CL 519/89) 24/90

Page 155–Lines 18-20/R; read:
the same structure as the light. A radiobeacon is near the light.
(29/88 CG8) 24/90

Page 237–Lines 48-50/L; read:
of the S jetty. A radiobeacon is near the light
(LL/90) 24/90

Page 237–Line 56/L; read:
(29°09.5'N., 94°25.9'W.) is about 17 miles SE of Galveston . . .
(LL/90) 24/90

COAST PILOT 5 21st Ed 1989 LAST NM 24/90

Page 260–Lines 18-42/R; read:
refuge during tropical storms.

A privately maintained channel, with a reported controlling depth of 2 feet, leads from the W end of Goose Island to **Neptune Harbor** and Goose Island State Park. A State-maintained launching ramp is available at the State park. A fixed highway bridge between the mainland and Goose Island, is reported to have a 15-foot span and a clearance of 2 feet.

There is a yacht basin near the end of the causeway at **Lamar.** A privately maintained channel leads to the basin. In April 1990, numerous shoals were reported to exist outside the basin entrance. Diesel fuel, water, ice, lodging, open and covered berths, and a launching ramp are available in the . . .
(CP 5-260/90) 25/90

Page 260–Lines 62-63/R; read:
feet. Sections of a former bridge, along the W side of the causeway, remain as fishing piers. A launching ramp is at the SW end of the causeway.
(CP 5-260/90) 25/90

Page 261–Line 12/L; read:
ramp are available. The marina is closed during the winter season. Overhead power and telephone cables . . .
(CP 5-260/90) 25/90

Page 261–Lines 15-16/L; read:
above the entrance. State Route 881 . . .
(CP 5-260/90) 25/90

Page 261–Lines 39-42/L; read:
shrimp boats and trawlers. Berths with electricity, gasoline, diesel fuel, . . .
(CP 5-260/90) 25/90

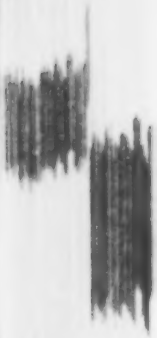
Page 261–Lines 65-66/L; read:
W shore of Aransas Bay. A spoil bank area extends along the . . .
(CP 5-260/90) 25/90

Page 261–Lines 12-18/R; read:
Park Commission is at the N end of the basin. Diesel fuel, water, ice, marine supplies, and berthing space for more than 100 yachts and commercial vessels are available in the basin. Berth assignments and ship movements . . .
(CP 5-260/90) 25/90

Page 261–Lines 27-39/R; read:
Lydia Ann Channel extends S from the S end of Aransas Bay and connects with Aransas Pass. The entrance from Aransas Bay is by a dredged channel, an alternate route of the Intracoastal Waterway. In 1982, depths of about 12 feet were reported in the channel. The stranded wreck of the S. S. JOHN WORTHINGTON, only partially visible, is just E of a privately maintained lighthouse (27°51.9'N., 97°03.4'W.), on the E side of the channel. This ship was torpedoed during World War II, and then towed into Lydia Ann Channel for salvage.

In February 1990, a wreck, covered 12 feet, was

(continued on next page)



on the E side of the channel in about 27°51'41.6"N., 97°03'05.2"W.
(CP 5-260/90; H 10322; LL/90) 25/90

Page 261–Lines 50-53/R; read:
Mustang Islands. A submerged wreck, covered 24 feet, lies to . . .
(CP 5-260/90; H 10322) 25/90

Page 261–Lines 66-67/R; read:
and other buildings at Port Aransas. The privately maintained lighthouse, a 65-foot high red and brown brick tower on . . .
(CP 5-260/90) 25/90

Page 262–Lines 1-2/L; read:
sighted as the pass is approached. **Aransas Pass Light** (27°50.8'N., 97°02.8'W.), and an 80-foot high tower of a rear range light near the S end of San Jose Island, . . .
(CP 5-260/90; LL/90) 25/90

Page 262–Lines 7-11/L; read:
from Corpus Christi Channel in the bay. Aransas Pass radiobeacon (27°50.3'N., 97°03.5'W.), is at the **Port Aransas Coast Guard Station.**
(CP 5-260/90; LL/90) 25/90

Page 262–Lines 68/L-2/R; read:
Christi Bay in depths up to 13 feet. Under certain conditions, ships are anchored to short . . .
(CP 5-260/90) 25/90

Page 263–Lines 34-35/L; read:
pilot boat, ARANSAS PILOT, is a 52-foot aluminum vessel with an orange hull and grey superstructure with the word . . .
(CP 5-260/90) 25/90

Page 131–Lines 4-10/R; read:
St Petersburg and **Bayboro Harbor.** In March 1988, the centerline controlling depth was 17 feet in the two dredged channels leading N to the entrance channel, thence 19 feet in the entrance channel to the Port of St. Petersburg with 19 to 22 feet in the basin except for shoaling to 14 feet along the E side and 17 feet along the W side, thence 15 feet to the basin at Bayboro Harbor, thence in 1986-March 1988, depths of 7 1/2 to 12 feet were . . .
(BPs 136713-17) 27/90

Page 265–Lines 42-44/R; read:
turning basin just inside the pass. In February 1990, the controlling depth was 10 feet in the channel with 7 to 12 feet in the basin.
(CP 5-260/90) 27/90

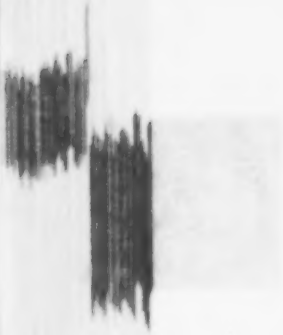
Page 267–Line 13/R; read:
leads N through **Ingleside Cove** to the . . .
(CP 5-260/90) 27/90

COAST PILOT 5 21st Ed 1989 LAST NM 27/90

Page 113–Lines 13-20/L; read:
with a clearance of 23 feet. (See **117.1 through 117.59, and 117.311,** chapter 2, for regulations.)
(4/89 CG7; CL 973/88) 28/90

Page 123–Lines 12-66/R; read:
Pilotage is compulsory for all foreign vessels drawing 7 feet or more. Pilotage is optional for U.S. vessels sailing coastwise under license and enrollment which have on board a pilot licensed by the Federal Government. Pilots board vessels day and night. Deep-draft vessels are usually boarded in the vicinity of Tampa Bay Lighted Whistle Buoy "T" (27°35.3'N., 83°00.7'W.). Light draft vessels (less than 27 feet) are usually boarded in Egmont Channel between buoys 9 and 10. Vessels are requested to maintain a speed of 7 to 9 knots for

(continued on next page)



pilot boarding and elevate the pilot ladder 5 feet above water.

If weather permits, vessels entering by Southwest Channel are usually boarded at Lighted Bell Buoy 1. If weather prohibits boarding at Buoy 1, vessels are boarded in the vicinity of Southwest Channel Buoy 3.

The Tampa Bay Pilots serve all ports on Tampa Bay. Pilot boats have the word PILOT on the white deckhouse.

The Tampa Bay Pilots monitor VHF-FM channels 10, 12, 13, and 16. The pilots request that all traffic use channel 12 when calling the Tampa Bay Pilots station; call sign, KAW-767. Vessels are requested to monitor VHF-FM Channel 12 until a pilot boards the vessel because pilot boats use channel 12.

Vessels are requested to give 24 hours and 3 hours advance notice of their time of arrival. Length, beam, and maximum draft of the vessel should be provided with the first notification.

Vessels are normally not moved in dense fog, and during strong NW winds, vessels are boarded inside Egmont Key.

Pilots can be contacted by radiotelegraph (cable address: TAMPILOT), by telephone (813-248-3732), through the marine operator, via telex (441350 TPILOTS), telefax (813-247-2722), or through ships' agents. Vessels are requested to update their estimated time of arrival at Tampa sea buoy at the earliest possible time, should their ETA change.

Towage – All ports in Tampa Bay have 24-hour tug service available. Tug dispatch office monitors channels 10, 13 and 14, 24 hours a day, and can usually be reached as far as the sea buoy; call sign, WJD.

Tugs range from 400 hp to 6,000 hp. Some tugs have firefighting capabilities.

(CP 5-123/90) 28/90

In February 1989, the controlling depth was 6 1/2 feet in the dredged entrance channel, thence 7 feet in the channel leading to Bayou St. John and 5 feet in the channel leading to Terry and Johnson . . .

(CL 486/89) 28/90

Page 157–Line 27/L; read:

(30°07.5'N., 88°04.1'W.). When boarding, the pilots request . . .

(34/88 CG8; LL/90) 28/90

Page 157–Lines 52-53/L; read:

February 1989, the controlling depth was 4 1/2 feet in the channel; depths of 5 to 7 1/2 feet were in the turning basin.

(CL 486/89) 28/90

Page 173–Lines 57-59/R; read:

In July 1988, a dangerous wreck was reported about 0.5 mile NNW of Half Moon Island in about 30°09'24"N., 89°25'06"W.

(29/88 CG8) 28/90

Page 180–Lines 58-59/L; read:

the light.

(29/88 CG8; LL/89) 28/90

Page 265–Lines 59-60/R; read:

E of the berths along the N side of the ship channel. State Route 361 causeway, begins at the ferry landing and crosses Morris and Cummings . . .

(CP 5-260/90) 28/90

COAST PILOT 5 21st Ed 1989 LAST NM 28/90

Page 107–Line 17/L; read:

Two fish havens, marked by a private buoy, are about . . .

(13/89 CG7) 30/90

(continued on next page)

Page 107–Line 27/L; read:
various bays. In May 1989, shoaling to an unknown extent was reported in the pass; local knowledge is advised. Large apartment buildings on either side of . . .
(20/89 CG7) 30/90

Page 107–Line 45/R; read:
turning basin. In July 1989, shoaling to an unknown extent was reported in the vicinity of daybeacon 6; local knowledge is advised.
(27/89 CG7) 30/90

Page 145–Line 32/L; read:
Corps of Engineers Office (See appendix for address.)

Note: Mariners are required by the U.S. Army Corps of Engineers to contact Panama City area office by telephone (904-785-5881) for controlling depths and river channel conditions before entering the Apalachicola, Chattahoochee, and Flint Rivers system. Failure to comply with this requirement will result in the Corps of Engineers refusing to permit completion of passage by any tow in violation.
(28/88 CG8) 30/90

Page 310–Line 55/R; read:
Perro Light (18°15.1′N., 65°34.6′W.), 80 feet above the . . .
(46/89 CG7) 30/90

Page 312–Lines 65-67/L; read:
tower on a dwelling, near the end of the point. The point projects as a high cliff; a . . .
(CP 1-1/89; 24/89 CG7) 30/90

Page 318–Line 67/R; read:
0.2 mile W from the village of Boqueron. A submerged rock was reported about 0.7 mile SSW

67°10′31.2″W. **Bajo Roman** is a . . .
(12/89 CG7; CL 137/89) 30/90

Page 333–Line 63/R; read:
Southwest Cape Light (17°40.8′N., 64°54.0′W.), 45 feet . . .
(46/89 CG7) 30/90

COAST PILOT 5 21st Ed 1989 LAST NM 30/90

Page 174–Line 20/R; read:
February 1990, the controlling depth was 12 feet. The . . .
(CP 5-207/90) 50/90

Page 175–Lines 49-51/L; read:
for about 6.3 miles. In February 1990, the controlling depths were 6 feet across the lake bar, thence 5 feet to the Mississippi River-Gulf Outlet Canal, and thence 8 feet for . . .
(CP 5-207/90) 50/90

Page 175–Lines 59-60/L; read:
February 1990, the controlling depth was 6 feet over the bar in Lake Borgne and thence 5 feet through Bayou Dupre to . . .
(CP 5-207/90) 50/90

Page 175–Lines 5-6/R; read:
to the mouth of **Bayou Ysclosky**. In May 1990, the controlling depth was 6 feet. The channel is marked by a . . .
(CP 5-207/90) 50/90

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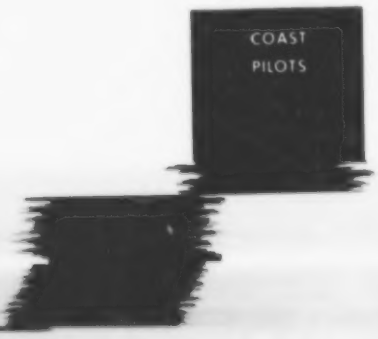


Page 175–Lines 9-10/R; read:
Loutre at the settlement of **Yscloskey**. In May 1990, the controlling depth was 6 feet to Yschloskey. Overhead . . .
(CP 5-207/90) 50/90

Page 175–Lines 29-30/R; read:
project. In May 1990, the controlling depths were 5 feet to Bayou St. Malo, thence 6 feet . . .
(CP 5-207/90) 50/90

Page 175–Lines 38-39/R; read:
support vessels. In October 1989, the controlling depths were 2 feet to Lake Borgne, thence 4 feet in the channel . . .
(CP 5-207/90) 50/90

Page 176–Lines 48-49/L; read:
Interstate Route 10 fixed bridge. In February 1990, the controlling depth was 10 feet. The channel is marked by lighted . . .
(CP 5-207/90) 50/90

Page 176–Lines 59-62/L; read:
water in Lake Pontchartrain to Slidell. In January 1990, the controlling depth was 7 feet across the bar, thence 7 feet to a point 0.5 mile above the State Route 433 highway bridge at Slidell. The channel . . .
(CP 5-207/90) 50/90

Page 176–Lines 20-21/R; read:
0.5 mile above the mouth. In January 1990, the controlling depth was 4 feet for about 5.2 miles to **Camp Salmen** . . .
(CP 5-207/90) 50/90

Page 176–Lines 46/R; read:
January 1990, the controlling depth was 7 1/2 feet across the bar, . . .
(CP 5-207/90) 50/90

Page 177–Line 5/L; read:
end of the breakwater. In January 1990, the controlling depth . . .
(CP 5-207/90) 50/90

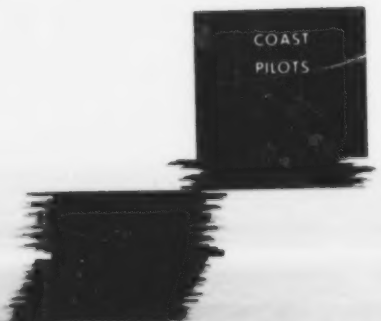
Page 177–Lines 19-21/L; read:
to the town of **Covington, LA.** In January 1990, the controlling depth was 7 feet across the bar, thence 7 feet for 2.2 miles to Madisonville, thence 8 feet for 8.4 miles to Abita . . .
(CP 5-207/90) 50/90

Page 177–Lines 56-57/L; read:
bar to the river mouth. In January 1990, the controlling depth was 5 1/2 feet across the bar, thence 3 1/2 feet for 7.4 miles to . . .
(CP 5-207/90) 50/90

Page 177–Lines 65-66/L; read:
2.3 miles above its mouth. In January 1990, the controlling depths in the creek were 4 1/2 feet to Wallace Landing.
(CP 5-207/90) 50/90

Page 177–Lines 8-10/R; read:
January 1990, the controlling depth was 7 feet across the bar in North Channel, thence 8 feet across the bar in South Channel, thence 24 feet through the pass.
(CP 5-207/90) 50/90

Page 177–Lines 37-38/R; read:
shallow middle ground lead into Lake Maurepas. In January 1990, the controlling depth in the N channel was 9 feet.
(CP 5-207/90) 50/90



Page 178–Lines 15-17/L; read:
of the entrance, and stumps are on the E side. In January 1990, the controlling depth was 6 feet across the bar, thence 12 feet to Blood river, thence 5 1/2 feet to Horse Bluff . . .
(CP 5-207/90) 50/90

Page 178–Lines 29-31/L; read:
Natalbany River, a tributary of Tickfaw River, in January 1990, had a controlling depth of 8 1/2 feet for 3.5 miles to the head of the Federal . . .
(CP 5-207/90) 50/90

Page 178–Lines 35-36/L; read:
that river about 3.3 miles above the mouth. In January 1990, the controlling depth was 3 1/2 feet for 3.3 miles; the river is . . .
(CP 5-207/90) 50/90

Page 178–Lines 55-57/L; read:
mile S of the light and up to 0.4 mile offshore. In January-February 1990, the controlling depth was 4 feet across the bar, thence 5 feet to Port Vincent, thence in May 1988, 5 feet to the junction with its . . .
(CP 5-207/90) 50/90

Page 178–Lines 27-28/R; read:
River. In February 1990, the controlling depth was 5 1/2 feet across the bar, thence 9 feet to the Airline Highway, the . . .
(CP 5-207/90) 50/90

Page 186–Lines 62-64/L; read:
via The Jump with the Gulf. In March 1990, the controlling depth was 9 feet from the Gulf to the junction with Grand Pass, thence 20 feet to the Mississippi River.
(CP 5-207/90) 50/90

Page 186–Lines 22-23/R; read:
Breton Sound is protected by jetties. In March-April 1990, the controlling depth was 9 feet across the bar in Breton . . .
(CP 5-207/90) 50/90

Page 189–Lines 8-9/L; read:
continuously monitored. N from the lock in May 1990, the controlling depths were 30 feet to the Seabrook . . .
(CP 5-207/90) 50/90

Page 204–Lines 27-29/L; read:
below Doullut Canal. In May 1990, the controlling depths in the Empire Waterway were 6 feet from the Mississippi River to the Gulf, thence 8 feet across the bar . . .
(CP 5-207/90) 50/90

Page 205–Lines 25-26/L; read:
Barataria to the Intracoastal Waterway. In February-March 1990, the controlling depth was 13 feet across the bar, thence 8 . . .
(CP 5-207/90) 50/90

Page 205–Lines 61-63/L; read:
to the town of Grand Isle. In March 1990, the controlling depth was 9 feet to Daymark 14, thence 6 feet to Daymark 16. It is reported that the entrance is . . .
(CP 5-207/90) 50/90

Page 206–Lines 52-62/R; read:
point is closed by a dam. In October 1989-January 1990, the controlling depths were 12 feet in the bar channel through Belle Pass, thence 9 feet to Leeville, thence 5 feet to the junction with the Intracoastal Waterway at Larose, thence 4 feet to Mathews, and thence 3 feet to Thibodaux.
(CP 5-207/90) 50/90

Page 209–Lines 4-5/R; read:
canal is maintained by the Corps of Engineers. In April 1990, the controlling depth was 13 feet. The channel is . . .
(CP 5-207/90) 50/90

Page 209–Lines 40-41/R; read:
about **Mile 59W**, opposite Bayou Black. In February 1990, the controlling depth was 7 feet.
(CP 5-207/90) 50/90

Page 213–Lines 67/L; read:
July 1989, the controlling depth was 9 feet.
(CP 5-207/90) 50/90

Page 213–Line 7/R; read:
March 1990, the controlling depth was 20 feet.
(CP 5-207/90) 50/90

Page 213–Line 10/R; read:
March 1990, the controlling depth was 22 feet from the . . .
(CP 5-207/90) 50/90

Page 214–Lines 44-50/R; read:
to Arnaudville, a distance of about 100 miles. In June 1989-January 1990, the controlling depths were 3 feet to the floodgates at the junction with Wax Lake Outlet, thence 3 feet to Charenton Drainage and Navigation Canal, thence 6 feet to the bridge at Jeanerette, thence 5 feet to New Iberia, thence 4 feet to Keystone Lock and Dam, thence in May 1985, 6 feet to Arnaudville.
(CP 5-207/90) 50/90

Page 215–Lines 37-39/L; read:
Intracoastal Waterway at Bayou Bartholomew. In February 1990, the controlling depth through Franklin Canal and Bayou Portage to Bayou Bartholomew was 4 feet. Near its N . . .
(CP 5-207/90) 50/90

Page 215–Lines 38-39/R; read:
In February 1990, the controlling depth was 5 feet across the bar to the Intracoastal Waterway, thence 8 feet to the . . .
(CP 5-207/90) 50/90

COAST PILOT 5 21st Ed 1989 LAST NM 50/90

Page 217–Line 11/L; read:
Canal. In February 1990, the controlling depth was 6 feet . . .
(CP 5-207/90) 52/90

Page 217–Lines 48-49/L; read:
Vermilion Bay to the canal. In February 1990, the controlling depths were 4 1/2 feet in the entrance and 7 feet in . . .
(CP 5-207/90) 52/90

Page 217–Lines 54-55/L; read:
highway bridge at the N end of Avery Island. In February 1990, the controlling depth was 9 feet to the junction with Bayou Carlin, thence 6 feet to the highway bridge.
(CP 5-207/90) 52/90

Page 217–Lines 67/L-1/R; read:
Delcambre Canal continues N to **Lake Peigneur.** In February 1990, the controlling depth was 9 feet in Bayou Carlin and . . .
(CP 5-207/90) 52/90

Page 217–Lines 41-45/R; read:
N in the Vermilion River to Lafayette. In January 1990, the controlling depths were 7 feet across the bar in Vermilion Bay, thence in May 1990, 8 feet through Four Mile Cutoff, thence 9 feet to Woodlawn, thence 8 feet to Broussard Highway Bridge, thence 5 1/2 feet to . . .
(CP 5-207/90) 52/90

Page 219–Lines 22-25/L; read:
Waterway near Intracoastal City. In May 1990, the controlling depth was 12 feet in Freshwater Bayou Canal from the Intracoastal Waterway to Schooner Bayou, thence in February 1990, 9 feet in Schooner Bayou to Schooner Bayou . . .
(CP 5-207/90) 52/90

Page 219–Lines 28-29/L; read:
Intracoastal Waterway to the W of Vermilion Lock. In February 1990, the controlling depth was 7 feet in North Prong- . . .
(CP 5-207/90) 52/90

Page 219–Line 56/L; read:
navigation. In January 1990, the controlling depth was 3 . . .
(CP 5-207/90) 52/90

Page 220–Lines 21-26/L; read:
In January-April 1990, the controlling depths were 10 feet through the jettied entrance from sea to Lower Mud Lake, and to Grand Chenier about 6 miles above the mouth of the river, thence 7 feet to the control structure at Catfish Point, thence 4 feet to and through Grand Lake, to the Intracoastal Waterway, thence 9 feet through . . .
(CP 5-207/90) 52/90

Page 220–Lines 38-42/R; read:
distances as follows: Bayou Nezpique, 14 feet for about 6.1 miles to Interstate Route 10 highway bridge in May 1990, thence in 1963, 14 feet for 5.2 miles, thence 4 feet for about 11 miles; Bayou de Cannes, 10 feet for about 4 miles to the Interstate Route 10 bridge in May 1990, thence in . . .
(CP 5-207/90) 52/90

Page 224–Lines 12-13/L; read:
cutoff, which is 0.3 mile below Sulphur. In October 1989, the controlling depth was 7 feet to the highway bridge.
(CP 5-207/90) 52/90

Page 224–Lines 28-29/L; read:
diesel fuel, and water are available. In October 1989, the controlling depth was 9 feet from the cargo wharves to . . .
(CP 5-207/90) 52/90

Page 226–Lines 2-4/R; read:
mile above the navigation structure. In October 1989, the controlling depth in West Fork was 20 feet for 7 miles to its junction with Houston River, thence in February 1989, 11 feet for . . .
(CP 5-207/90) 52/90

Page 226–Lines 34-37/R; read:
In October 1989, the controlling depth in Calcasieu River was 12 feet from Interstate Route 10/U.S. Route 90 bridge to the junction with **West Fork**, thence 9 feet to **Point Fing**, thence 7 feet to **Hecker**; above this point, the . . .
(CP 5-207/90) 52/90

Page 284–Lines 65-66/R; read:
February 1990, the slip had a centerline controlling depth of 22 feet to the lower end of the wharf, thence 13 feet to . . .
(CP 5-207/90) 52/90

Page 285–Line 60/R; read:
June 1989, the controlling depth in Bayou Villars was 6 . . .
(CP 5-207/90) 52/90

pages tightly bound

Page 286–Lines 31-32/R; read:
SW of Gibson, and thence in March 1990, the controlling depth was 20 feet from the turning basin to the W junction . . .
(CP 5-207/90) 52/90

Page 289–Line 6/R; read:
chart 11345) had, in February 1990, a controlling depth of 10 . . .
(CP 5-207/90) 52/90

Page 291–Lines 26-27/L; read:
258.4 W. In January 1990, the canal had a controlling depth of 6 feet to a point about 6.3 miles N of the waterway, thence . . .
(CP 5-207/90) 52/90

CP-78

COAST PILOT 5 21st Ed 1989 LAST NM 52/90

Page 235–Lines 16-17/R; read:
Orangefield. In April 1990, the controlling depth was 9 feet in the channel with 7 to 9 . . .
(CP 5-336/90) 4/91

Page 235–Lines 35-37/R; read:
River to the first fixed highway bridge. In May 1990, the controlling depth was 7 feet (9 feet at midchannel). The highway bridge has a fixed span with a . . .
(CP 5-336/90) 4/91

Page 242–Lines 24-28/R; read:
not through Trinity River Channel. In January-July 1990, the centerline controlling depth was 4 feet from the mouth of the river at Anahuac through **Browns Pass** to **Devers Canal**, about 17 miles above the mouth, thence in October 1989-September 1990, 2 feet to **Liberty**. Sulfur is moved by barge from . . .
(CP 5-336/90) 4/91

Page 248–Lines 23-26/L; read:
June-July 1990, had a controlling depth of 9 feet to the Lockwood Drive fixed highway bridge, about 2 miles above the Houston Turning Basin; thence in April 1990, 6 feet for about 1.5 miles to the Jensen Street bridge; thence in . . .
(CP 5-336/90) 4/91

Page 260–Lines 10-12/L; read:
and about 6 miles below the city of **Victoria**. In September 1989-August 1990, the controlling depths was 7 feet (9 feet at midchannel) from the Intracoastal Waterway to Pickering Basin with 9 . . .
(CP 5-336/90) 4/91

Page 260–Lines 27-29/L; read:
turning basin at the town of **Seadrift**. In September 1989, the controlling depths were 9 feet in the channel and in the basin.
(CP 5-336/90) 4/91

Page 261–Lines 27-29/L; read:
lights and daybeacons. In December 1989, the controlling depths were 6 feet (8 feet at midchannel) in the entrance channel and 4 1/2 to 9 1/2 feet in the basin. In 1982, it was . . .
(CP 5-336/90) 4/91

Page 261–Lines 5-6/R; read:
December 1989, the controlling depth was 9 feet in the entrance with 6 1/2 to 9 feet in the basin. To enter, pass about . . .
(CP 5-336/90) 4/91

Page 261–Line 9/R; read:
is marked by lights and daybeacons.
(LL/90; NOS 11314) 4/91

Page 265–Lines 42-44/R; read:
turning basin just inside the pass. In March 1990, the controlling depth was 8 feet in the channel with 7 to 10 feet in the basin.
(CP 5-336/90) 4/91

Page 267–Lines 3-6/L; read:
In February 1990, the controlling depth was 6 1/2 feet (10 feet at midchannel) to the turning basin off the town of Port Aransas with 12 feet in the basin, and thence 14 feet in the connecting . . .
(CP 5-336/90) 4/91

Page 271–Lines 1-3/R; read:
turning basin at Port Brownsville. In November 1989, the channel leading into the Brownsville Fishing Harbor had a controlling depth of 15 feet, thence depths of 14 feet in . . .
(CP 5-336/90) 4/91

Page 271–Lines 36-39/R; read:
Port Isabel small-boat basin. In August 1990, the controlling depths were 9 feet from the Intracoastal Waterway to the basin entrance, thence in October 1990, 6 feet in the entrance to the basin, thence 6 feet in the basin.
(CP 5-336/90) 4/91

Page 293–Lines 24-29/R; read:
Bay City Barge Terminal. In April 1989, the controlling depth was 8 feet from the Intracoastal Waterway to the turning basin with 9 feet in the basin. The head of navigation in the river is just above the turning basin. The channel is marked by daybeacons as far the turning basin.
(CP 5-336/90; LL/90) 4/91

Page 15—Line 39/L; read:
exist. Mariners are also warned that the areas where cables and pipelines were originally buried may have changed and they may be exposed; extreme caution should be used when operating vessels in depths of water comparable to the vessel's draft.
(CP 1-15/91) 12/91

COAST PILOT 5 21st Ed 1989 LAST NM 12/91

Page 12-Lines 59-62/L; read:
(NMA), New Orleans (NMG), San Juan, PR (NMR), Long Beach, CA, San Francisco (NMC), Astoria, OR, Kodiak, AK (NOJ), Honolulu (NMO) and Guam (NRV). The Canadian Coast Guard also broadcasts NAVTEX information from Sydney, Nova Scotia.
(CP 1-13/90) NM 17/91

Page 38-Line 4/R; read:
§117.323 Outer Clam Bay.
(FR 6/10/87) NM 17/91

Page 107-Line 35/L; read:
117.1 through 117.59 and 117.323, chapter 2, for drawbridge ...
(FR 6/10/87) NM 17/91

Page 141-Line 23/L; read:
channel. They are for the most part unmarked. In October 1990, a visible wreck was reported 3.8 miles SSE of the entrance channel.
(44/90 CG8) NM 17/91

Page 143-Lines 54-59/L; read:
the town of **Eastpoint**, 1 mile NE of Cat Point. In June-September 1990, the controlling depth was $4\frac{1}{2}$ feet in the entrance channel, thence 4 feet in the W arm of the channel paralleling the shore at Eastpoint and $2\frac{1}{2}$ feet in the E arm. In November 1983, detached breakwaters ...
(44/90 CG8) NM 17/91

Page 143-Lines 40-41/R; read:
entrance to the cut is protected by twin jetties. In September 1990, the midchannel controlling depth was $6\frac{1}{2}$ feet. The channel is ...
(44/90 CG8) NM 17/91

Page 144-Lines 4-5/L; read:
September 1990, the controlling depth was 3 feet in the entrance channel and 1+ feet (3 feet at midchannel) in the channel paralleling the ...
(44/90 CG8) NM 17/91

Page 164-Line 47/L; read:
lighted and unlighted buoys, lights, and a daybeacon. Some of the inner ranges are often obscured by cranes and floodlights.
(CP 5-152/89) NM 17/91

Page 169-Line 52/L; read:
clearance of 30 feet. The bridgetender monitors VHF-FM channel 14. (See **117.1 through 117.49**, chapter 2,
(CP 5-152/89) NM 17/91

Page 172-Lines 67-68/R; read:
lights and daybeacons. In July 1990, the controlling depth was 6 feet from Mississippi Sound to the mouth of...
(CL 842/90; 44/90 CG8) NM 17/91

Page 173-Line 1/L; read:
the bayou, thence $1\frac{1}{2}$ feet at midchannel to the spur channel ...
(CL 842/90; 44/90 CG8) NM 17/91

COAST PILOT 5 21st Ed 1989 LAST NM 17/91

Page 175-Lines 49-51/L; read:
for about 6.3 miles. In September 1990, the controlling depths were 7 feet across the lake bar, thence 8 feet to the Mississippi River-Gulf Outlet Canal, and thence 7 feet for ...
(CP 5-211/91) 22/91

Page 175-Lines 59-60/L; read:
September 1990, the controlling depth was 6 feet over the bar in Lake Borgne and thence 6 feet through Bayou Dupre to ...
(CP 5-211/91) 22/91

Page 176-Lines 59-62/L; read:
water in Lake Pontchartrain to Slidell. In October 1990, the controlling depth was 7 feet across the bar, thence 9 feet to the State Route 433 highway bridge at Slidell. The channel ...
(CP 5-211/91) 22/91

Page 177-Lines 5-6/L; read:
end of the breakwater. In October 1990, the controlling depth was 6 feet across the bar and in the bayou.
(CP 5-211/91) 22/91

Page 177-Lines 19-22/L; read:
to the town of **Covington, LA**. In October 1990, the controlling depth was 7 feet across the bar, thence 7 feet for 2.2 miles to Madisonville, thence 8 feet for 8.4 miles to Abita River, thence 1 foot for about 1.1 miles. The entrance is ...
(CP 5-211/91) 22/91

Page 177-Lines 65-66/L; read:
2.3 miles above its mouth. In October 1990, the controlling depths in the creek were 3 feet to Wallace Landing.
(CP 5-211/91) 22/91

Page 178-Lines 41-42/L; read:
river 6.3 miles above the mouth. In November 1990, the controlling depth was $7\frac{1}{2}$ feet for 3.5 miles; overhanging trees ...
(CP 5-211/91) 22/91

Page 178-Lines 55-57/L; read:
mile S of the light and up to 0.4 mile offshore. In November 1990, the controlling depth was 6 feet across the bar, thence 4 feet to Port Vincent, and to the junction with its ...
(CP 5-211/91) 22/91

Page 178-Lines 27-28/R; read:
River. In November 1990, the controlling depth was 7 feet across the bar, thence $9\frac{1}{2}$ feet to the Airline Highway, the ...
(CP 5-211/91) 22/91

Page 186-Lines 22-24/R; read:
Breton Sound is protected by jetties. In January 1991, the controlling depth was 14 feet across the bar in Breton Sound, thence 13 feet to the Mississippi River. The ...
(CP 5-211/91 22/91

Page 213-Line 7/R; read:
March 1991, the controlling depth was 20 feet.
(CP 5-211/91) 22/91

Page 213-Line 10/R; read:
March 1991, the controlling depth was 21 feet from the...
(CP 5-211/91) 22/91

Page 217-Lines 67/L-1/R; read:
Delcambre Canal continues N to **Lake Peigneur**. In September 1990, the controlling depth was 6 feet in Bayou Carlin and ...
(CP 5-211/91) 22/91

Page 226-Lines 2-4/R; read:
mile above the navigation structure. In October 1990, the controlling depth in West Fork was 21 feet for 7 miles to its junction with Houston River, thence 11 feet for ...
(CP 5-211/91) 22/91

Page 226-Lines 34-37/R; read:
In October 1990, the controlling depth in Calcasieu River was 12 feet from Interstate Route 10/U.S. Route 90 bridge to the junction with **West Fork**, thence $8\frac{1}{2}$ feet to **Point Fing**, thence 6 feet to **Hecker**; above this point, the ...
(CP 5-211/91) 22/91

Page 286-Lines 31-32/R; read:
SW of Gibson, and thence in March 1991, the controlling depth was 19 feet from the turning basin to the W junction ...
(CP 5-211/91) 22/91

Page 174-Line 20/R; read:
October 1990, the controlling depth was 13 feet. The ...
(CP 5-211/91) 23/91

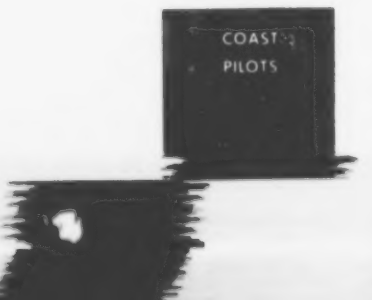
Page 175-Lines 17-18/R; read:
settlement 3 miles SE. In October 1990, the controlling depth was 5 feet The bridge over Bayou la Loutre at Yscloskey ...
(CP 5-211/91) 23/91

Page 175-Lines 29-30/R; read:
project. In October 1990, the controlling depths were 5 feet to Bayou St. Malo, thence in November 1986, 4 feet...
(CP 5-211/91; NOS 11364) 23/91

Page 175-Lines 38-39/R; read:
support vessels. In October 1990, the controlling depth was $5\frac{1}{2}$ feet to Lake Borgne and thence 6 feet in the channel ...
(CP 5-211/91) 23/91

Page 176-Lines 48-49/L; read:
Interstate Route 10 fixed bridge. In October 1990, the controlling depth was 10 feet. The channel is marked by lighted ...
(CP 5-211/91) 23/91

Page 176-Lines 20-22/R; read:
0.5 mile above the mouth. In October 1990, the controlling depth was 8 feet for about 5.2 miles to **Camp Salmen**, thence 8 feet to the railroad bridge at the head of the
(CP 5-211/91) 23/91



Page 176-Lines 46-47/R; read:
October 1990, the controlling depth was $7\frac{1}{2}$ feet across the bar, thence 8 feet for 5.9 miles to the highway bridge, thence in ...
(CP 5-211/91) 23/91

Page 177-Lines 56-57/L; read:
bar to the river mouth. In October 1990, the controlling depth was $4\frac{1}{2}$ feet across the bar, thence 2 feet for 7.4 miles to ...
(CP 5-211/91) 23/91

Page 177-Lines 8-10/R; read:
October 1990, the controlling depth was 8 feet across the bar in North Channel, thence 9 feet across the bar in South Channel, thence 24 feet though the pass.
(CP 5-211/91) 23/91

Page 178-Lines 29-31/L; read:
Natalbany River, a tributary of Tickfaw River, in November 1990, had a controlling depth of 10 feet for 5.2 miles, thence 4 feet for 3.5 miles to the head of the Federal ...
(CP 5-211/91) 23/91

Page 178-Lines 35-36/L; read:
that river about 3.3 miles above the mouth. In November 1990, the controlling depth was 4 feet for 3.3 miles; the river is ...
(CP 5-211/91) 23/91

Page 189-Lines 8-11/L; read:
continuously monitored. N from the lock in October 1990, the controlling depth were 30 feet to the Seabrook Highway and Southern Railway bridges at the N end of the canal, thence 15 feet across the bar into Lake ...
(CP 5-211/91) 23/91

Page 209-Lines 4-5/R; read:
canal is being maintained by the Corps of Engineers. In July-October 1990, the controlling depth was 12 feet. The channel is ...
(CP 5-211/91) 23/91

Page 211-Line 47/R; read:
Houma Navigation Canal. In October 1990, the controlling ...
(CP 5-211/91) 23/91

Page 213-Line 67/L; read:
October 1990, the controlling depth was $7\frac{1}{2}$ feet.
(CP 5-211/91) 23/91

Page 219-Line 2/L; read:
City. In July 1990, the controlling depth was 12 ...
(CP 5-211/91) 23/91

Page 220-Lines 21-26/L; read:
In April 1990-January 1991, the controlling depths were 11 feet through the jettied entrance from sea to Lower Mud Lake, and to Grand Chenier about 6 miles above the mouth of the river, thence 7 feet to the control structure at Catfish Point, thence 4 feet to and through Grand Lake, to the Intracoastal Waterway, thence 9 feet through ...
(CP 5-211/91) 23/91

Page 226-Lines 15-16/R; read:
Calcasieu River. In October 1990, the controlling depth was 12 feet to the fixed highway bridge at **Anthony**, about ...
(CP 5-211/91) 23/91

Page 175-Lines 5-6/R; read:
to the mouth of Bayou Yscloskey. In October 1990, the controlling depth was 6 feet. The channel is marked by a...
(CP 5-211/91) 24/91

Page 175-Lines 9-10/R; read:
Loutre at the settlement of **Yscloskey**. In October 1990, the controlling depth was $6\frac{1}{2}$ feet to Yscloskey. Overhead ...
(CP 5-211/91) 24/91

COAST PILOT 5 (continued)

Page 178-Lines 15-17/L; read:
of the entrance, and stumps are on the E side. In November 1990, the controlling depth was 6 feet across the bar, thence 12 feet to Blood River, thence 6 feet to Horse Bluff ...
(CP 5-211/91) 24/91

Page 186-Lines 62-64/L; read:
via The Jump with the Gulf. In November 1990, the controlling depth was 10 feet from the Gulf to the junction with Grand Pass, thence 19 feet to the Mississippi River.
(CP 5-211/91) 24/91

Page 204-Lines 27-29/L; read:
below Doullut Canal. In September-November 1990, the controlling depths in the Empire Waterway were 5 feet from the Mississippi River to the Gulf, thence $8\frac{1}{2}$ feet across the bar ...
(CP 5-211/91) 24/91

Page 216-Lines 53-54/R; read:
marked by lights. In July 1990, the controlling depth across the bar and through the pass was 7 feet. Although ...
(CP 5-211/91) 24/91

Page 217-Lines 41-45/R; read:
N in the Vermilion River to Lafayette. In August 1990, the controlling depths were 8 feet across the bar in Vermilion Bay, thence 8 feet through Four Mile Cutoff, thence in October 1990, $8\frac{1}{2}$ feet to Woodlawn, thence 8 feet to Broussard Highway Bridge, thence $4\frac{1}{2}$ feet to...
(CP 5-211/91) 24/91

Page 291-Lines 26-27/L; read:
258.4W. In January 1991, the canal had a controlling depth of 4 feet to a point about 6.3 miles N of the waterway, thence ...
(CP 5-211/91) 24/91

COAST PILOT 5 21st Ed 1989 LAST NM 24/91

Page 107-Lines 27-29/R; read:
San Carlos Bay Light (26°25.1'N., 81°57.5'W.), 3.6 miles SE from Sanibel Island Light, marks the entrance to San Carlos Bay.
(LL/91; 32/90 CG7) 27/91

Page 109-Lines 12-15/L; read:
has a fixed span with a clearance of 55 feet at the center.
(CL 59/90; 15/90 CG7) 27/91

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COAST PILOT 5 (continued)

Page 110-Lines 29-31/R; read:
at the town of Boca Grande also are prominent. **Port Boca Grande Light** (26°43.0'N., 82°15.6'W.) 41 feet above the water, is shown from a white frame dwelling on the S end of the ...
(CP 2-103A/88) 27/91

Page 135-Line 61/R; read:
February 1990, the centerline controlling depth was 2 feet.
(CL 611/90; 24/90 CG7) 27/91

Page 136-Lines 25-26/R; read:
In 1988-January 1990, severe shoaling was reported to exist in the channel between Daybeacons 12 and 34.
(3/90 CG7) 27/91

Page 278-Line 42/L; read:
about 5 feet reported in January 1989, leads to a marina and ...
(CL 263/90; 20/90 CG7) 27/91

Page 310-Lines 54-56/R; read:
large detached rock off the rocky bluff NE end. **Cabeza de Perro Light** (18°15.1'N., 65°34.6'W.), 80 feet above the water, is shown from a skeleton tower with a red ...
(LL/91; 7/90 CG7) 27/91

Page 312-Lines 63-64/L; read:
Punta Tuna Light (17°59.4'N., 65°53.1'W.), 111 feet above water, is shown from a white octagonal ...
(LL/91; 17/90 CG7) 27/91

Page 314-Lines 38-39/R; read:
entrance channel 36 feet deep, then an inner channel 200-foot-wide 36 feet deep leading to an irregular shaped...
(34/90 CG7) 27/91

Page 331-Lines 58-59/L; read:
Dock. In April 1990, the controlling depth was 14 feet, with 11 to 15 feet in the basin with ...
(BPs 141217-219; 47/90 CG7) 27/91

Page 28-Lines 34-53/L; read:

(g) A line drawn from the Ship Island Light to Chandeleur Light; thence in a curved line following the general trend of the seaward, highwater shorelines of the Chandeleur Islands to the island at

29°44.1'N., 88°53.0'W.; thence to

29°26.5'N., 88°55.6'W.

§80.825 Mississippi Passes, LA.

(a) A line drawn from

29°26.5'N., 88°55.6'W. to

29°10.6'N., 88°59.8'W.; thence to

29°03.5'N., 89°03.7'W.; thence to

28°58.8'N., 89°04.3'W.

(b) A line drawn from

28°58.8'N., 89°04.3'W.; to

28°57.3'N., 89°05.3'W.; thence to

28°56.95'N., 89°05.6'W.; thence to

29°00.4'N.,89°09.8'W.; thence following the general trend of the seaward highwater shoreline in a northwesterly direction to

29°03.4'N., 89°13.0'W.; thence west to

29°03.5'N.,89°15.5'W.; thence following the general trend of the seaward highwater shoreline in a southwesterly direction to

28°57.7'N., 89°22.3'W.

(c) A line drawn from

28°57.7'N., 89°22.3'W.; to

28°51.4'N., 89°24.5'W.; thence to

28°52.65'N., 89°27.1'W.; thence to the seaward extremity of the Southwest Pass West Jetty located at

28°54.5'N., 89°26.1'W.

(FR 8/6/90) 29/91

Page 32-Lines 11-45/R; read:

§110.197 Galveston Harbor, Bolivar Roads Channel, Texas.

(a)(1) Anchorage area (A). The water bounded by a line connecting the following points:

29°20'48.5"N., 94°42'54.0"W.;

29°20'43.0"N., 94°44'46.5"W.;

29°21'15.0"N., 94°44'27.0"W.;

29°21'05.0"N., 94°42'52.0"W.; and thence to the point of beginning.

(2) Anchorage area (B). The water bounded by a line connecting the following points:

29°20'43.0"N., 94°44'46.5"W.;

29°20'37.0"N., 94°46'06.0"W.;

29°21'14.0"N., 94°45'50.0"W.;

29°21'15.0"N., 94°44'27.0"W.; and thence to the point of beginning.

(b) The regulations. (1) The anchorage area is for the temporary use of vessels of all types, but especially for naval and merchant vessels awaiting weather and other conditions favorable to the resumption of their voyages.

(2) Except when stress of weather makes sailing impractical or hazardous, vessels shall not anchor in anchorage area (A) exceeding 48 hours unless expressly authorized by the Captain of the Port to anchor for such longer periods.

(3) No vessel with a draft of less than 22 feet may occupy anchorage (A) without prior approval of the Captain of the Port.

(4) Vessels shall not anchor so as to obstruct the passage of other vessels proceeding to or from available anchorage spaces.

(5) Anchors shall not be placed in the channel and no portion of the hull or rigging of any anchored vessel shall extend outside the limits of the anchorage area.

(6) Vessels using spuds for anchors shall anchor as close to shore as practicable, having due regard for the provisions in paragraph (b)(4) of this section.

(7) Fixed moorings, piles or stakes, and floats or buoys for marking anchorages or moorings in place, are prohibited.

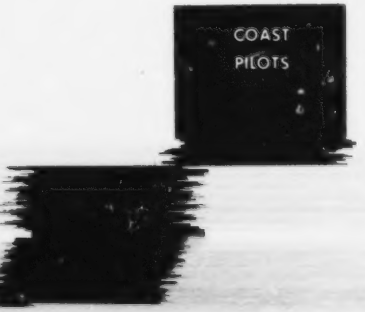
(8) Whenever the maritime or commercial interests of the United States so require, the Captain of the Port, or his authorized representative, is hereby empowered to direct the movement of any vessel anchored or moored within the anchorage area.

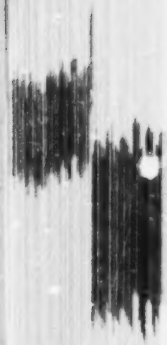
(FR 3/28/90) 29/91

Page 38-Lines 64/L-3/R; read:

(k) Sanibel Causeway bridge, mile 151 at Punta Rassa. The draw shall open on signal; except that from 11 a.m. to 6 p.m., the draw need open only on the hour, quarter hour, half hour, and three-quarter hour. Exempt vessels shall be passed at any time.

(FR 10/19/90) 29/91





Page 38-Lines 65-68/R; read:

§117.433 Bonfouca Bayou

The draw of the S433 bridge, mile 7.0 at Slidell, shall open on signal; except that, from 9 p.m. to 5 a.m. the draw shall open on signal if at least 12 hours notice is given. From 6 a.m. to 9 a.m. and from 3 p.m. to 6 p.m., Monday through Friday except Federal Holidays, the draw need open only on the hour and half-hour.

(FR 8/16/90) 29/91

Page 39-Lines 63-67/L; read:

(b) The draw of the S23 bridge, Algiers Alternate Route, mile 3.8 at Belle Chasse, shall open on signal; except that from 6 a.m. to 8:30 a.m. and from 3:30 p.m. to 5.30 p.m. Monday through Friday except Federal holidays, the draw need not be opened forthe passage of vessels.

(FR 8/17/90) 29/91

Page 39-Lines 47-51/R; read:

§117.460 La Carpe Bayou.

The draw of the S661 bridge, mile 7.5, shall open on signal if at least four hours advance notice is given; except that, the draw need not be opened for the passage of vessels Monday through Friday except holidays from 7 a.m. to 8:30 a.m. and 4:30 p.m. to 6 p.m.

(FR 8/15/90) 29/91

Page 40-Lines 14-19/L; read:

(d) The draws of the Southern Pacific railroad bridge, mile 69.0 at Lafourche, and all bridges upstream of the Southern Pacific railroad bridge need not be opened for the passage of vessels.

(FR 7/20/90) 29/91

Page 40-Lines 20-25/L; read:

§117.467 Lake Pontchartrain.

(a) The south draw of the S11 bridge near New Orleans shall open on signal if at least 48 hours notice is given. In case of emergency, the draw shall open within 12 hours and shall be kept in condition for immediate operation until the emergency is over.

(FR 4/6/90) 29/91

Page 41-Lines 42/L-18/R; read:

§117.501 Teche Bayou.

(a) The draw of the following bridges shall open on signal if at least four hours notice is given:

(1) St. Mary Parish bridge, mile 3.9 at Calumet.

(2) St. Mary Parish bridge, mile 11.8 at Centerville.

(3) S3069 bridge, mile 16.3 at Franklin.

(4) S322 bridge, mile 17.2 at Franklin.

(5) S323 bridge, mile 22.3 at Oaklawn.

(6) St Mary Parish bridge, mile 27.0 at Baldwin.

(7) S324 bridge, mile 32.5 at Charenton.

(8) S670 bridge, mile 37.0 at Adeline.

(9) St. Mary Parish bridge, mile 38.9 at Sorrel.

(10) S671 bridge, mile 41.8 at Jeanerette.

(11) S3182 bridge, mile 43.5 at Jeanerette.

(12) LSU Agri bridge, mile 46.5 near Jeanerette (notice required for opening from 7 a.m. to 5 p.m., Monday through Friday except holidays).

(13) S320 bridge, mile 48.7 at Oliver.

(14) S3195 bridge, mile 50.4 at New Iberia.

(15) S87 Spur Bridge, mile 52.5 at New Iberia.

(16) S86 bridge, mile 53.0 at New Iberia.

(17) S3156 bridge, mile 53.3 at New Iberia.

(18) S44 bridge, mile 56.7 at Morbihan.

(19) Iberia Parish bridge, mile 58.0 at New Iberia.

(20) Iberia Parish bridge, mile 60.7 at Vida.

(21) S344 bridge, mile 62.5 at Loreauville.

(22) S86 Bridge, mile 69.0 at Daspit.

(23) S92 bridge, mile 73.3 at St. Martinville.

(b) The draws of the S96 bridge, mile 75.2 at St. Martinville, the Southern Pacific Transportation Company railroad/vehicular bridge, mile 77.7 at Levert, and the S350 bridge, mile 82.0 at Parks, shall open on signal if at least 24 hours notice is given.

[redacted]

(c) The draws of the S351 bridge, mile 87.5 at Ruth, the S31 bridge, mile 90.5 at Breaux Bridge, and the Southern Pacificrailroad bridge, mile 91.0 at Breaux Bridge, shall open on signal if at least 48 hours notice is given.

(d) The draws of the bridges listed in paragraph (a) of this section shall open on less than four hours notice for an emergency during the advance notice period, and shall open on signal should a temporary surge in waterway traffic occur.

(FR 12/27/89) 29/91

Page 41-Lines 30-36/R; read:

§117.506 Tickfaw River.

The draw of the S22 bridge, mile 7.2 at Killian, need open only on the hour and half-hour from 7 a.m. to 11 p.m. From 11 p.m. to 7 a.m. the draw shall open on signal if at least four hours notice is given. The draw shall open on signal for an emergency or if a temporary surge in waterway traffic should occur.

(FR 4/19/91) 29/91

Page 42-Lines 51-58/L; read:

§117.955 Buffalo Bayou.

(a) The draw of the Lockwood Drive bridge, mile 2.3 mile at Houston, and all drawbridges downstream of it, shall open on signal if at least 24 hours notice is given.

(b) The draws of the Southern Pacific railroad bridge, mile 3.1, and the Houston Belt and Terminal railroad bridge, mile 4.3, need not be opened for the passage of vessels.

(FR 1/22/90) 29/91

Page 42-Lines 17-19/R; read:

§117.963 Colorado River.

The draw of the highway bridge, mile 10.7 at Wadsworth need open on signal Monday through Friday only, and then only from 8a.m. to 5 p.m. At least 48 hours notice is required.

(FR 1/7/91) 29/91

Page 42-Line 29/R; read:

vessels.

weekdays only, excluding holidays, the draw need open only on the hour for pleasure craft. The draw shall open on signal at any time for commercial vessels, for a vessel in distress, or for an emergency aboard a vessel. When the draw is open for a commercial vessel, waiting pleasure craft shall be passed.

(FR 4/11/91) 29/91

Page 43-Lines 14-19/L; read:

§117.989 Trinity River.

The draws of the Southern Pacific railroad bridges, mile 41.4 at Liberty and mile 117.3 at Goodrich, the Missouri Pacific railroad bridges, mile 54.8 at Kenefick and mile 181.8 at Riverside, and the Atchison Topeka and Santa Fe railroad bridge, mile 96.2 at Romayor, need not be opened for the passage of vessels.

(FR 1/22/90) 29/91

Page 56-Line 56/L; read:

Lakes and their connecting and tributary waters.

§164.15 Navigation bridge visibility.

(a) The arrangement of cargo, cargo gear, and trim of all vessels entering or departing from U.S. ports must be such that the field of vision from the navigation bridge conforms as closely as possible to the following requirements:

(1) From the conning position, the view of the sea surface must not be obscured by more than the lesser of two hip lengths or 500 meters (1640 feet) from dead ahead to 10 degrees on either side of the vessel. Within this arc of visibility any blind sector caused by cargo, cargo gear, or other permanent obstruction must not exceed 5 degrees.

(2) From the conning position, the horizontal field of vision must extend over an arc from at least 22.5 degrees abaft the beam on one side of the vessel, through dead ahead, to at least 22.5 degrees abaft the beam on the other side of the vessel. Blind sectors forward of the beam caused by cargo, gear, or other permanent obstruction must not exceed 10 degrees, nor total more than 20 degrees, including any blind sector

within the arc of visibility described in paragraph (a)(1) of this section.

(3) From each bridge wing, the field of vision must extend over an arc from at least 45 degrees on the opposite bow, through dead ahead, to at least dead astern.

(4) From the main steering position, the field of vision must extend over an arc from dead ahead to at least 60 degrees on either side of the vessel.

(b) A clear view must be provided through at least two front windows at all times regardless of weather conditions.

(FR 8/8/90) 29/91

Page 59-Lines 64-67/R; read:

Limited Access Areas.

(FR 12/20/89) 29/91

Page 60-Lines 1-32/L; read:

§165.703 Tampa Bay, Florida-Safety Zone.

(FR 12/20/89) 29/91

Page 79-Lines 23-24/R; read:

(b) This part regulates fishing for coral and coral reefs within the fishery ...

(FR 1/15/91) 29/91

Page 79-Line 31/R; read:

part have the following meaning:

Allowable chemical means a substance, generally used to immobilize marine life so that it can be captured alive, that, when introduced into the water-

(a) Does not take prohibited coral; and

(b) Is allowed by Florida for the harvest of tropical fish (e.g., quinaldine, quinaldine compounds, or similar substances).

Allowable octocoral means a species of coral outside an HAPC and belonging to the Subclass Octocorallia, except the seafans Gorgonia flabellum and G. ventalina.

(FR 1/15/91) 29/91

Page 79-Line 48/R; read:

305-361-5761, or a designee.

Colony means a continuous group of coral polyps forming a single unit.

(FR 1/15/91) 29/91

Page 80-Lines 24-27/L; read:

seq.)

(FR 1/15/91) 29/91

Page 80-Lines 47-52/L; read:

Prohibited coral means-

(a) A species of coral belonging to the Class Hydrozoa (fire corals and hydrocorals);

(b A species of coral belonging to the Class Anthozoa, Subclass Zooantharia (stony corals and black corals);

(c) A seafan, **Gorgonia Flabellum** or **G. ventalina**;

(d) A coral reef, except for allowable octocorals; or

(e) Coral in an HAPC.

(FR 1/15/91) 29/91

Page 80-Lines 61-62/L; read:

Take means to damage, harm, kill, possess, or attempt to damage, harm, kill, or possess.

Toxic chemical means any substance, other than an allowable chemical, that, when introduced into the water, can stun, immobilize, or take marine life.

(FR 1/15/91) 29/91

Page 80-Lines 33-38/R; read:

§638.4 Permits and fees.

(a) **Applicability**-

(1) Federal permits. A Federal permit is required each fishing year for a person to-

(i) Take prohibited coral in the EEZ;

(ii) Use an allowable chemical to collect fish or other marine organism in a coral area in the EEZ; or

(iii) Take an allowable octocoral in the EEZ.

(2) Acceptable state permits.

(i) A Florida permit is acceptable in lieu of the Federal permit to use an allowable chemical to collect fish or other marine organisms in coral area in the EEZ.

(ii) A state of landing permit or license applicable to allowable octocorals is acceptable in lieu of the Federal permit to take an allowable octocoral in the EEZ. If a regulation in this part and a catch, landing, or gear regulation of a state of landing differ, a person issued a permit under paragraph (c)(3) of this section or using a valid state permit or license to take an allowable octocoral from the EEZ must comply with the most restrictive regulation. In the event there is no equivalent regulation in this part to a state of landing catch, landing, or gear regulation, a person issued a permit under paragraph (c)(3) of this section or using a valid state permit or license applicable to an allowable octocoral harvested from the EEZ must comply with such state regulation.

(FR 1/15/91) 29/91

CP-89

Page 80-Lines 41-68/R; read:

(c) **Application.** An application for a Federal permit must be signed and submitted by the applicant on an appropriate form, which may be obtained from the Regional Director. The application should be submitted to the Regional Director at least 45 days prior to the date on which the applicant desires to have the permit made effective. An applicant must provide the following information:

(1) For a prohibited coral permit.

(i) Name, mailing address including zip code, and telephone number of the applicant;

(ii) Social security number and date ofbirth of the applicant;

(iii) Name and address of harvester, company, institution, or affiliation;

(iv) Amount of coral to be fished for, by species;

(v) Size of each species;

(vi) Projected use of each species;

(vii) Collection techniques (vessel types, gear, number of trips);

(viii) Period of fishing; and

(ix) Location of fishing.

(2) For an allowable chemical permit.

(i) Name, mailing address including zip code, and telephone number of the applicant;

(ii) Social security number and date of birth of the applicant;

(iii) Type of chemical to be used;

(iv) Period of fishing; and

(v) Location of fishing.

(3) For an allowable octocoral permit.

(i) Name, mailing address including zip code, and telephone number of the applicant;

(ii) Social security number and date of birth of the applicant;

(iii) Whether applicant desires a commercial or recreational permit (see paragraph (d) of this section for appropriate fees and 638.21(b) for the recreational bag and possession limit);

(iv) Estimated number of colonies to be taken during the fishing year;

(v) If the applicant is a corporation, the name and position of the signer; and

(vi) A sworn statement that the applicant agrees to conform to each regulation on allowable octocoral of this part or to any catch, landing, or gear regulation onallowable octocoral of the state of landing, if such state regulation is more restrictive than the regulation in this part or there is no equivalent regulation in this part, regardless of where such allowable octocoral or gear is possessed, taken, or landed.

(d) **Fees.**

(1) A fee will be charged for each application submitted under paragraph (c)(3) of this section for an allowable octocoral permit as follows:

(i) Application for a commercial permit- $26.

(ii) Application for a recreational permit-$5.

(2) The appropriate fee must accompany each permit application.

(e) **Issuance.**

(1) The Regional Director will issue a permit at any time during the fishing year to an applicant if:

(i) The application is complete; and

(ii) The applicant has complied with all applicable reporting requirements of 638.7 during the 12 months immediately preceding the application.

(2) Upon receipt of an incomplete application, or an application from a person who has not complied with all applicable reporting requirements of 638.7 during the 12

months immediately preceding the application, the Regional Director will notify the applicant of the deficiency. If the applicant fails to correct the deficiency within 30 days of the Regional Director's notification, the application will be considered abandoned.

(FR 1/15/91) 29/91

Page 81-Lines 1-64/L; read:

(f) **Permit conditions.**

(1) It is a condition of each permit issued under paragraph (c)(3) of this section or any state permit used to take octocorals in the EEZ that each regulation on allowable octocoral in this part or any catch, landing, or gear regulation on allowable octocoral of the state of landing, if such state regulation is more restrictive than the regulation in this part or there is no equivalent regulation in this part, applies to the permittee, regardless of where such allowable octocoral is possessed, taken, or landed.

(2) Other conditions and restrictions that may be necessary for the conservation and management of corals may be specified on a permit.

(g) **Duration.** A permit remains valid for the remainder of the fishing year for which it is issued unless revoked, suspended, or modified pursuant to subpart D of 15 CFR
part 904.

(h) **Transfer.** A permit issued under this section is not transferable or assignable.

(i) **Display.** A Federal permit issued under this section, or an acceptable state permit or license as specified in paragraph (a)(2) of this section, must be in the possession of the permittee while fishing for prohibited coral in the EEZ, using an allowable chemical in a coral area in the EEZ, or fishing for an allowable octocoral in the EEZ. Such Federal permit, or acceptable state permit or license, must be presented for inspection upon the request of an authorized officer. A permittee must have in possession documentation to establish identity as the permittee (e.g., driver's license).

(j) **Sanctions and denials.** Procedures governing enforcement-related permit sanctions and denials are found at subpart D of 15 CFR part 904.

(k) **Alteration.** A permit that is altered, erased, or mutilated is invalid.

(l) **Replacement.** A replacement permit may be issued upon request. An application for a replacement permit will not be considered a new application.

(m) **Change in application information.** A permittee must notify the Regional Director within 30 days after any change in the application information required by paragraphs (c)(1) through (c)(3) of this section. A permit is void if any change in the information is not reported within 30 days.

§638.5 Prohibitions.

In addition to the general prohibitions specified in 620.7 of this chapter, it is unlawful for any person to do any of the following.

(a) Take prohibited coral in the EEZ without a Federal permit; use an allowable chemical to collect fish or other marine organisms in a coral area in the EEZ without a Federal permit or acceptable state permit; or take an allowable octocoral in the EEZ without a Federal permit or an acceptable state permit, as specified in 638.4(a).

(b) Falsify information specified in 638.4(c) on an application for a Federal permit.

(c) Fail to comply with a catch, landing, or gear regulation on allowable octocoral of a state of landing, if such state regulation is more restrictive than the regulation in this part or there is no equivalent regulation in this part, as specified in 638.4(f)(1).

(d) Fail to comply with a permit condition or restriction, as specified in accordance with 638.4(f)(2).

(e) Fail to display a Federal permit, or an acceptable specified in 638.4(i).

(f) Fail to notify the Regional Director after a change in the information provided on an application for a Federal permit, as specified in 638.4(m).

(g) Falsify or fail to provide information required to be submitted or reported, as required by 638.7 (a) or (b).

(h) Fail to make prohibited coral or allowable octocoral available for inspection, as required by 638.7(c).

(i) Fail to return to the sea prohibited coral and allowable octocoral taken as incidental catch, as specified in 638.21(a).

(j) In those fisheries in which the entire catch is landed, land sorted prohibited coral or allowable octocoral, or sell, trade, or barter prohibited coral or allowable octocoral, as specified in 638.21(a).

(k) Exceed the bag and possession limit when fishing under a recreational permit to take allowable octocoral, as specified in 638.21(b).

(l) Use prohibited fishing gear in an HAPC, as specified in 638.22 (a)(2), (b)(2), and (c)(2).

(m) Use a toxic chemical to take fish or other marine organisms, as specified in 638.23.

(n) Take allowable octocoral after harvest from the EEZ is prohibited, as specified in 638.25.

(6) In 638.7, the existing text is designated as paragraph (a) and new paragraphs (b) and (c) are added to read as follows:

(FR 1/15/91) 29/91

Page 82-Line 7/L; read:

(a) Any person holding a permit to take prohibited corals for ...

(FR 1/15/91) 29/91

Page 82-Line 17/L; read:

and other applicable law.

(b) A person with a Federal permit to take allowable octocoral in the EEZ, if selected by the Science and Research Director, must submit a report of his harvest to the Science and Research Director on a form available from the Science and Research Director. These forms must be submitted to the Science and Research Director on a quarterly basis within 25 days of the end of each quarter. The following information must be included on the forms:

(1) Federal permit number;

(2) Name of permit holder;

(3) Quarter when fishing occurred;

(4) Number of colonies harvested, by month and by species name, if known;

(5) Area fished;

(6) Signature of the person submitting the form; and

(7) Other information deemed necessary by the Science and Research Director.

(c) Additional data will be collected by authorized statistical reporting agents, as designees of the Science and Research Director, and by authorized officers. An owner or operator of a fishing vessel and a dealer or processor are required upon request to make prohibited coral or allowable octocoral available for inspection by the Science and Research Director or an authorized officer.

(FR 1/15/91) 29/91

Page 82-Lines 25-33/L; read:

§638.21 Harvest limitations.

(a) Prohibited coral and allowable octocoral taken as incidental catch to other fishing activities by a person who does not have a permit must be returned to the sea in the general area of fishing immediately. In those fisheries, such as scallops and groundfish, where the entire catch is landed, unsorted prohibited coral and unsorted allowable octocoral may be landed but not sold, traded, or bartered.

(b) A person who has a recreational permit to take allowable octocoral may not possess during a single day, regardless of the number of trips or the duration of a trip, allowable octocoral in excess of six colonies.

(FR 1/15/91) 29/91

Page 82-Lines 28-32/R; read:

§638.23 Gear limitations.

A toxic chemical may not be used to take fish or other marine organisms in or on a coral area.

§638.24 Quota.

The quota of allowable octocoral is 50,000 colonies from the EEZ each fishing year.

§638.25 Closure.

When the quota specified in 638.24 is reached, or is projected to be reached, the Secretary will publish a notice to that effect in the Federal Register. After the effective date of such notice, for the remainder of the fishing year, the harvest of allowable octocoral from the EEZ is prohibited.

§638.26 Specifically authorized activities.

(FR 1/15/91) 29/91

Page 176-Lines 9-14/L; read:

has a bascule bridge about 1 mile SW of North Shore. The bridge has a clearance of 4 feet closed and 68 feet

open (leaf overhangs the channel). The bridgetender can be contacted on ...
(FR 4/6/90; CL 449/90; CL 492/88) 29/91

Page 295-Line 24/R; read:
bridgetender can be contacted on VHF-FM channel 16. (see 117.1 through 117.59 and 117.968, chapter 2 for drawbridge regulations.)
(FR 4/11/91) 29/91

COAST PILOT 5 21st Ed 1989 LAST NM 29/91

Page 42--Lines 10-16/L; read:
open on signal if at least six hours notice is given.
(CL 80/89) 33/91

Page 148—Lines 7-9/R; read:
running parallel to the highway bridge. In July 1989, the controlling depth was $4\frac{1}{2}$ feet. The channel is marked by a light and . . .
(CL 858/89) 33/91

Page 149—Line 61/R; read:
fixed span with a clearance of 19 feet. A large . . .
(CL 1034/88) 33/91

Page 153—Lines 47-48/R; read:
has a clearance of 54 feet. The fixed span over Cotton Bayou Channel has a clearance of 41 feet. The . . .
(CL 1278/91) 33/91

Page 163—Lines 6-8/L; read:
anchorage basin at Dauphin Island village. In December 1990, the controlling depth was 7 feet in the channel, thence in 1983, $6\frac{1}{2}$ to 7 feet was available in the . . .
(CL 117/91) 33/91

Page 163—Lines 28-30/L; read:
Bay. In January 1991, the controlling depths were 7 feet in the entrance channel and basin and 4 feet in the connecting . . .
(CL 117/91) 33/91

Page 163—Lines 31-34/R; read:
the bridge. In June 1989, the controlling depth was $8\frac{1}{2}$ feet ($9\frac{1}{2}$ feet at midchannel) in the entrance channel and bayou to the turning basin, thence 12 feet in the basin, and 9 feet to the bridge. The channel is marked . . .
(CL 1284/89) 33/91

Page 166—Lines 44-48/R; read:
0.7 mile above the mouth has a fixed span with a clearance of 77 feet. Above the bridge are shipyards . . .
(CL 80/89) 33/91

Page 172—Line 67/L; read:
miles to the mouth of the river. In July 1990, the . . .
(CL 844/90) 33/91

Page 172—Lines 23-24/R; read:
to the mouth of the river. In July 1990, the controlling depth was $5\frac{1}{2}$ feet. The channel is marked by a . . .
(CL 844/90) 33/91

Page 215—Line 62/R; read:
channel width 50 feet and minimum clearance 3 feet. The . .
(CL 1276/89; 49/89 CG8) 33/91

Page 282—Lines 21-25/L; read:
River. The fixed span over the river at Mile **351.4E** has a clearance of 65 feet; the overhead power cable 100 yards N of the bridge has a clearance of 84 feet.
(CL 519/89) 33/91

COAST PILOT 6 21 Edition 1991 NEW EDITION

Page 17.—Paragraph 340; Add to end:
Mariners are also warned that the areas where cables and pipelines were originally buried may have changed and they may be exposed; extreme caution should be used when operating vessels in depths of water comparable to the vessel's draft.
(CP 1-15/91) 32/91

Page 103.—Paragraph 95; Substitute for last sentence:
A fog signal and a radiobeacon are at the light on the west breakwater.
(LL/90) 32/91

Page 192.—Paragraph 87; change:
detached breakwater to breakwater.

After second sentence, insert:
In October 1990, a detached breakwater was under construction on the NE side of the harbor.
(CL 653/90; 31/90 CG9) 32/91

Page 192.—Paragraph 88; Delete:
the 4th sentence.
(31/90 CG9) 32/91

Page 213—Paragraph 458; change to:
Little Current, Ont., is a town on the S side of Little Current.
(CLCCPP-NC17/90) 32/91

COAST PILOT 6 21st Ed 1991 LAST NM 32/91

Page 51—Paragraph (1088); read:

§164.02 Applicability exception for foreign vessels.

(a) This part (including §§164.38 and 164.39) does not apply to vessels that:

(1) Are not destined for, or departing from, a port or place subject to the jurisdiction of the United States; and

(2) Are in:

(i) Innocent passage through the territorial sea of the United States; or

(ii) Transit through navigable waters of the United States which form a part of an international strait.

§164.03 Incorporation by reference.

(a) Certain materials are incorporated by reference into this part with the approval of the Director of the Federal Register. The Office of the Federal Register publishes a table, "Material Approved for Incorporation by Reference," which appears in the Finding Aids section of this volume. In that table is found the date of the edition approved, citations to the particular sections of this part where the material is incorporated, addresses where the material is available, and the date of the approval by the Director of the Federal Register. To enforce any edition other than the one listed in the table, notice of the change must be published in the FEDERAL REGISTER and the material made available. All approved material is on file at the Office of the Federal Register, Washington, DC 20408 and at Room 4402, U.S. Coast Guard Headquarters, 2100 Second St. SW, Washington, DC.

(b) The materials approved for incorporation by reference in this part are: Radio Technical Commission For Marine Services (RTCM) Paper 12-78/DO-100 dated 12/20/77.

(33 CFR 164) 33/91

Page 53—Paragraph (1210); read:

§164.40 Devices to indicate speed and distance.

(a) Each vessel required to be fitted with an Automatic Radar Plotting Aid (ARPA) under §164.38 must be fitted with a device to indicate speed and distance of the vessel either through the water, or over the ground. Vessels constructed prior to September 1, 1984, must have this equipment according to the following schedule:

(1) Each tank vessel constructed before September 1, 1984, operating on the navigable waters of the United States-

(i) If of 40,000 gross tons or more, by January 1, 1985;

ii) If of 10,000 gross tons or more but less than 40,000 gross tons, by January 1, 1986.

(2) Each self-propelled vessel constructed before September 1, 1984, that is not a tank vessel, operating on the navigable waters of the United States-

(i) If of 40,000 gross tons or more, by September 1, 1986;

(ii) If of 20,000 gross tons or more, but less than 40,000 gross tons, by September 1, 1987;

(iii) If of 15,000 gross tons or more, but less than 20,000 gross tons, by September 1, 1988.

(b) The device must meet the following specifications:

(1) The display must be easily readable on the bridge by day or night.

(2) Errors in the indicated speed, when the vessel is operating free from shallow water effect, and from the effects of wind, current, and tide, should not exceed 5 percent of the speed of the vessel, or 0.5 knot, whichever is greater.

(continued on next page)

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(3) Errors in the indicated distance run, when the vessel is operating free from shallow water effect, and from the effects of wind, current, and tide, should not exceed 5 percent of the distance run of the vessel in one hour or 0.5 nautical mile in each hour, whichever is greater.

(33 CFR 164) 33/91

COAST PILOT 7 26th ED 1991 NEW EDITION
(CP7NMR.01) NM 20/91

COAST PILOT 7 26th Ed 1991

Page 15—Line 24/L; read:
exit. Mariners are also warned that the areas where cables and pipelines were originally buried may have changed and they may be exposed; extreme caution should be used when operating vessels in depths of water comparable to the vessel's draft.

(CP1-20/91), (CP7NMR91.02) NM 20/91

COAST PILOT 7 26th Ed 1991 LAST NM 20/91

Page 397-Line 52/L; read:
Bahia Laolao (Bahia Laulau) is on the southeast ...

(CP 7-397/91) 24/91

COAST PILOT 7 26th Ed 1991 LAST NM 24/91

Page 76-Lines 42-44/L; read:
§164.02 Applicability exception for foreign vessels.

(a) This part (including §§164.38 and 164.39) does not apply to vessels that:

(1) Are not destined for, or departing from, a port or place subject to the jurisdiction of the United States; and

(2) Are in:

(i) Innocent passage through the territorial sea of the United States; or

(ii) Transit through navigable waters of the United States which form a part of an international strait.

Federal Register. The Office of the Federal Register publishes a table, "Material Approved for Incorporation by Reference," which appears in the Finding Aids section of this volume. In that table is found the date of the edition approved, citations to the particular sections of this part where the material is incorporated, addresses where the material is available, and the date of the approval by the Director of the Federal Register. To enforce any edition other than the one listed in the table, notice of the change must be published in the FEDERAL REGISTER and the material made available. All approved material is on file at the Office of the Federal Register, Washington, DC 20408 and at Room 4402, U.S. Coast Guard Headquarters, 2100 Second St. SW, Washington, DC.

(b) The materials approved for incorporation by reference in this part are: Radio Technical Commission For Marine Services (RTCM) Paper 12-78/DO-100 dated 12/20/77.

(33 CFR 164) 33/91

Page 78—Lines 7-8/R; read:
§164.40 Devices to indicate speed and distance.

(a) Each vessel required to be fitted with an Automatic Radar Plotting Aid (ARPA) under §164.38 must be fitted with a device to indicate speed and distance of the vessel either through the water, or over the ground. Vessels constructed prior to September 1, 1984, must have this equipment according to the following schedule:

(1) Each tank vessel constructed before September 1, 1984, operating on the navigable waters of the United States-

(i) If of 40,000 gross tons or more, by January 1, 1985;

(ii) If of 10,000 gross tons or more but less than 40,000 gross tons, by January 1, 1986.

(2) Each self-propelled vessel construc-ted before September 1, 1984, that is not a tank vessel, operating on the navigable waters of the United States-

(i) If of 40,000 gross tons or more, by September 1, 1986;

(ii) If of 20,000 gross tons or more, but less than 40,000 gross tons, by September 1, 1987;

(iii) If of 15,000 gross tons or more, but less than 20,000 gross tons, by September 1, 1988.

(b) The device must meet the following specifications:

(1) The display must be easily readable on the bridge by day or night.

(2) Errors in the indicated speed, when the vessel is operating free from shallow water effect, and from the effects of wind, current, and tide, should not exceed 5 percent of the speed of the vessel, or 0.5 knot, whichever is greater.

(3) Errors in the indicated distance run, when the vessel is operating free from shallow water effect, and from the effects of wind, current, and tide, should not exceed 5 percent of the distance run of the vessel in one hour or 0.5 nautical mile in each hour, whichever is greater.

(33 CFR 164) 33/91

CP-95

COAST PILOT 8 19th Ed 1990 (NOS) NEW EDITION 48/90

COAST PILOT 8 19th Ed 1990 LAST NM 48/90

Page 127–Lines 19-21/R; read:

by a daybeacon. The safest and recommended route for northbound transit vessels is S and W of Village Rock. Mariners transiting the waterway about 100 yards E of Village Rock should use care; detached rocks and shallow water extend about 0.2 mile off . . .

(LL/90; NOS 17403) 50/90

COAST PILOT 8 25th Ed 1989 LAST NM 50/90

Page 15—Line 29/L; read:

exist. Mariners are also warned that the areas where cables and pipelines were originally buried may have changed and they may be exposed; extreme caution should be used when operating vessels in depths of water comparable to the vessel's draft.

(CP 1-15/91) 12/91

Page 38—Lines 42-44/L; read:

§164.02 Applicability exception for foreign vessels.

(a) This part (including §§164.38 and 164.39) does not apply to vessels that:

(1) Are not destined for, or departing from, a port or place subject to the jurisdiction of the United States; and

(2) Are in:

(i) Innocent passage through the territorial sea of the United States; or

(ii) Transit through navigable waters of the United States which form a part of an international strait.

§164.03 Incorporation by reference.

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(b) The materials approved for incorporation by reference in this part are: Radio Technical Commission For Marine Services (RTCM) Paper 12-78/DO-100 dated 12/20/77.

(33 CFR 164) 33/91

Page 38—Line 60/R; read.

Great Lakes and their connecting and tributary waters.

§164.15 Navigation bridge visibility.

(a) The arrangement of cargo, cargo gear, and trim of all vessels entering or departing from U.S. ports must be such that the field of vision from the navigation bridge conforms as closely as possible to the following requirements:

(1) From the conning position, the view of the sea surface must not be obscured by more than the lesser of two ship lengths or 500 meters (1640 feet) from dead ahead to 10 degrees on either side of the vessel. Within this arc of visibility any blind sector caused by cargo, cargo gear, or other permanent obstruction must not exceed 5 degrees.

(2) From the conning position, the horizontal field of vision must extend over an arc from at least 22.5 degrees abaft the beam on one side of the vessel, through dead ahead, to at least 22.5 degrees abaft the beam on the other side of the vessel. Blind sectors forward of the beam caused by cargo, cargo gear, or other permanent obstruction must not exceed 10 degrees each, nor total more than 20 degrees, including any blind sector within the arc of visibility described in paragraph (a)(1) of this section.

(3) From each bridge wing, the field of vision must extend over an arc from at least 45 degrees on the opposite bow, through dead ahead, to at least dead astern.

(4) From the main steering position, the field of vision must extend over an arc from dead ahead to at least 60 degrees on either side of the vessel.

(b) A clear view must be provided through at least two front windows at all times regardless of weather condition.

(FR 8/8/90) 33/91

Page 40—Lines 7-8/R; read:

§164.40 Devices to indicate speed and distance.

(a) Each vessel required to be fitted with an Automatic Radar Plotting Aid (ARPA) under §164.38 must be fitted with a device to indicate speed and distance of the vessel either through the water, or over the ground. Vessels constructed prior to September 1, 1984, must have this equipment according to the following schedule:

(1) Each tank vessel constructed before September 1, 1984, operating on the navigable waters of the United States-

(i) If of 40,000 gross tons or more, by January 1, 1985;

(ii) If of 10,000 gross tons or more but less than 40,000 gross tons, by January 1, 1986.

(2) Each self-propelled vessel constructed before September 1, 1984, that is not a tank vessel, operating on the navigable waters of the United States-

(i) If of 40,000 gross tons or more, by September 1, 1986;

(ii) If of 20,000 gross tons or more, but less than 40,000 gross tons, by September 1, 1987;

(iii) If of 15,000 gross tons or more, but less than 20,000 gross tons, by September 1, 1988.

(b) The device must meet the following specifications:

(1) The display must be easily readable on the bridge by day or night.

(2) Errors in the indicated speed, when the vessel is operating free from shallow water effect, and from the effects of wind, current, and tide, should not exceed 5 percent of the speed of the vessel, or 0.5 knot, whichever is greater.

(3) Errors in the indicated distance run, when the vessel is operating free from shallow water effect, and from the effects of wind, current, and tide, should not exceed 5 percent of the distance run of the vessel in one hour or 0.5 nautical mile in each hour, whichever is greater.

(33 CFR 164) 33/91

Page 42—Line 30/R; read:

origin.

(b) Special Regulations:

(1) All vessels may transit or navigate within the safety zone.

(2) No vessels, other than a large passenger (including cruise ships and ferries) may anchor within the safety zone without the express consent from the Captain of the Port, Southeast Alaska.

(33 CFR 165.1702) 33/91

Page 59—Lines 13-14/L; read:

Cape Muzon Light (54°39.8'N., 132° 41.5' W.), 80 feet above water, is shown from a skeleton tower with a red . . .

(LL/91) 33/91

Page 59—Line 52/R; read:

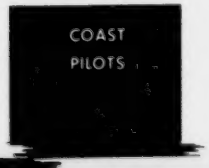
(54°41.4'N., 132°01.0'W.), 50 feet above water, is . . .

(LL/91) 33/91

Page 60—Line 15/R; read:

(54°44.6'N., 131°21.0'W.), 85 feet above water, is . . .

(LL/91) 33/91



Page 61—Line 40/L; read:
(54°43.5'N., 130°49.2'W.), 38 feet above water, is . . .
(LL/91) 33/91

Page 62—Line 69/L; read:
130°36.5'W.), 20 feet above water, is shown from a . . .
(LL/91) 33/91

Page 63—Line 12/L; read:
(55°04.7'N., 130°12.2'W.), 19 feet above water, is . . .
(LL/91) 33/91

Page 65—Line 64/R; read:
Mary Island Light (55°05.9'N., 131°11.0' W.), 76 feet . . .
(LL/91) 33/91

Page 67—Line 10/R; read:
Mountain Point Light (55°17.6'N., 131°32.9'W.), 29 . . .
(LL/91) 33/91

Page 74—Lines 36-37/R; read:
heavily wooded. **Snipe Point Light** (55°55.5'N., 131°36.9'W.), 18 feet above water, is shown from a . . .
(LL/91) 33/91

Page 75—Line 30/L; read:
(55°53.0'N., 131°44.8'W.), 12 feet above water, is . . .
(LL/91) 33/91

Page 76—Line 49/L; read:
marked by **Helm Bay Light** (55°34.8'N., 131°55°7'W.), . . .
(LL/91) 33/91

Page 76—Line 49/R; read:
Island Light (55°33.3'N., 131°43.7'W.), 18 feet above . . .
(LL/91) 33/91

Page 85—Lines 69/L-1/R; read:
It is marked by **Point McCartey Light** (55°06.8'N., 131°42.4'W.), 44 feet above water and shown from a . . .
(LL/91) 33/91

Page 97—Lines 1-3/L; read:
Kashevarof Passage Light (56°10.8'N., 133°01.3'W.), 27 feet above water, is shown from a skeleton tower with a red and white diamond-shaped daymark, on the W side of a . . .
(LL/91) 33/91

Page 97—Line 52/L; read:
(56°09.6'N., 132°49.9'W.), 43 feet above water and . . .
(LL/91) 33/91

Page 100—Line 37/R; read:
Zimovia Strait Light 2 (56°11.0'N., 132°12.8'W.), 23 . . .
(LL/91) 33/91

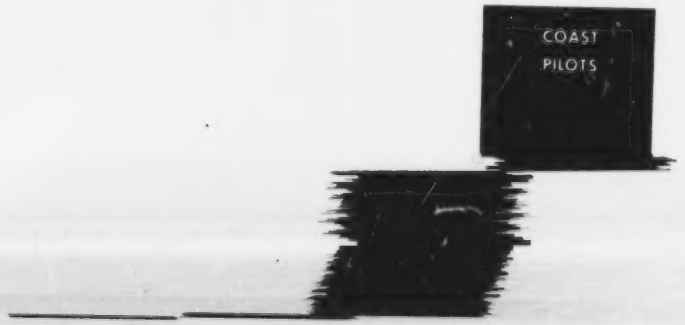
Page 101—Lines 66-67/L; read:
Sumner Strait. **Blake Channel Light 1** (56°12.6'N., 131°55.4'W.), 28 feet above water, is shown from a . . .
(LL/91) 33/91

Page 102—Line 32/R; read:
Point. **Fivemile Island Light** (56°28.2'N., 132°30.7'W.), . . .
(LL/91) 33/91

Page 117—Lines 14-15/L; read:
Chart 17406.— Cape Bartolome Light (55°13.8'N., 133°36.9'W.), 163 feet above water and shown from . . .
(LL/91) 33/91

Page 120—Lines 43-44/L; read:
Klawock Harbor Entrance Light 2 (55°33.4'N., 133°06.3'W.), 20 feet above water, is shown from a . . .
(LL/91) 33/91

Page 122—Line 28/L; read:
(55°35.0'N., 133°19.7'W.), 22 feet above water and . . .
(LL/91) 33/91



Page 123—Line 37/R; read:
Cape Ulitka Light (55°33.7'N., 133° 43.7' W.), 115 feet . . .
(LL/91) 33/91

Page 128—Lines 55-56/L; read:
marked by **Edna Bay Entrance Light** (55°56.3'N., 133°37.0'W.), 23 feet above water and shown from a . . .
(LL/91) 33/91

Page 130—Line 42/L; read:
trees. **Burnt Island Light 5** (55°58.4'N., 133° 17.8'W.), 15 . . .
(LL/91) 33/91

Page 135—Line 8/R; read:
Fishermans Harbor Light (55°58.0'N., 133° 47.7' W.), . . .
(LL/91) 33/91

Page 139—Lines 32-33/L; read:
marked by **The Eye Opener Light** (56°23.2'N., 133°16.6'W.), 28 feet above water and shown from a . . .
(LL/91) 33/91

Page 141-Line 57/L; read:
(56°30.5'N., 132°57.0'W.), 17 feet above water and . . .
(LL/91) 33/91

Page 146-Lines 37-38/R; read:
middle island is low. **Sukoi Islets Light** (56° 53.7'N., 132°56.6'W.), 18 feet above water, is shown from a . . .
(LL/91) 33/91

Page 153—Line 56/R; read:
marked by **Five Finger Light** (57°16.2'N., 133°37.9'W.), . . .
(LL/91) 33/91

Page 155—Line 23/L; read:
Point Gambier Light (57°26.1'N., 133°50.4' W.), 38 feet . . .
(LL/91) 33/91

Page 155—Line 62/L; read:
132°55.1'W.), 16 feet above water and shown from a . . .
(LL/91) 33/91

Page 158—Line 10/R; read:
Grave Point Light (58°03.7'N., 134°03.1' W.), 45 feet . . .
(LL/91) 33/91

Page 185—Line 7/L; read:
Light (58°02.4'N., 134°57.1'W.), 48 feet above water
(LL/91) 33/91

COAST PILOT 8 (continued)

Page 186—Line 62/L; read:
marked by **Hanus Reef Light** (58°07.8'N., 135°00.0'W.), . . .
(LL/91) 33/91

Page 187—Line 39/L; read:
Light (58°15.3'N., 134°56.7'W.), 44 feet above water.
(LL/91) 33/91

Page 201—Line 44/L; read:
Channel Rock Light 8 (57°03.6'N., 135°22.1' W.), 26 . . .
(LL/91) 33/91

Page 204—Line 11/L; read:
Rocks Light 2 (57°06.9'N., 135°24.7'W.), 30 feet above . . .
(LL/91) 33/91

Page 205—Lines 16-17/L; read:
is marked by **Neva Point Reef Light 12** (57°14.1'N., 135°33.1'W.), 17 feet above the water, with a red triangular . . .
(LL/91) 33/91

Page 208—Line 69/L; read:
(57°22.4'N., 135°41.0'W.), 27 feet above water, is . . .
(LL/91) 33/91

Page 210—Line 47/R; read:
Light (57°35.1'N., 135°23.6'W.), 14 feet above water.
(LL/91) 33/91

Page 222—Line 64/R; read:
Light (58°13.3'N., 136°21.3'W.), 60 feet above water.
(LL/91) 33/91

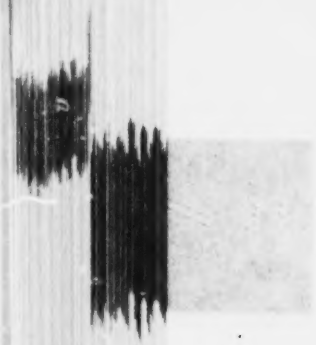
Page 224—Line 64/L; read:
(58°19.1'N., 136°02.6'W.), 42 feet above water, is . . .
(LL/91) 33/91

Page 224—Lines 37-38/R; read:
Island, is marked by **Point Adolphus Light**

(58°17.1'N., 135°47.1'W.), 20 feet above the water and shown from a . . .
(LL/91) 33/91

Page 224—Line 63/R; read:
Icy Passage Light 2 (58°23.2'N., 135°37.7' W.), 22 feet . . .
(LL/91) 33/91

Page 233—Line 32/L; read:
(58°08.0'N., 135°16.3'W.), 30 feet above the water, and . . .
(LL/91) 33/91



COAST PILOT 9 14th Ed 1989 (NOS) NEW EDITION 48/89

COAST PILOT 9 14th Ed 1989 LAST NM 48/89

Page 18–Line 60/R; read:
especially for maritime services are more reliable.

(also insert after: EPIRB table from back of Coast Pilots section).

(CP 1-8/89) 2/90

COAST PILOT 9 14th Ed 1989 LAST NM 2/90

Page 58–Lines 23-26/L; read:
mouth of Edwards River. The bay is mostly flats. Entrance is through two principal channels; Kayak Entrance just S of Wingham Island; the other, Okalee Channel just N of Wingham Island.
(NOS 16723, Dwg #11) 5/90

Page 58–Lines 28-29/L; read:
is rocky and foul with shoals. The least depth of the shoals as far as abean of the SE tip of Wingham Island is 1 fathom; above that and into the S portion of Controller Bay the depth is not more than 3 feet. Two rocks awash are about 0.3 mile N . . .
(NOS 16723, Dwg #11) 5/90

Page 58–Lines 34-36/L; read:
Anchorage.–Anchorage can be made in 2 to 3 fathoms, bottom soft in places, in Kayak Entrance as far N as abeam of the SE end of Wingham Island.
(NOS 16723, Dwg #11) 5/90

Page 58–Lines 53-54/L; read:
is 0.6 mile wide at the entrance. A depth of 6 fathoms can be carried to abeam of the S tip of Kanak Island. Further NE, and into the bay, depths are less. The . . .
(NOS 16723, Dwg #11) 5/90

Page 59–Line 14/L; read:
knowledge, are marked by seasonal buoys. The current is swift . . .
(NOS 16723, Dwg #11) 5/90

COAST PILOT 9 14th Ed 1989 LAST NM 5/90

Page 6–Lines 48-58/R; read:
weather warning.
(1-1/89) 11/90

Page 12–Lines 6-10/R; read:
(NMA), New Orleans (NMG), San Juan, Pr (NMR), and Honolulu, HI (NMO). The Canadian Coast Guard also broadcasts NAVTEX information from Sydney, Nova Scotia. U.S. Coast Guard broadcasts of NAVTEX are expected to begin from other Pacific locations by early 1990.
(1-12/89) 11/90

Page 12–Line 16/R; read:
carriage of NAVTEX receivers is required for Safety of Life . . .
(1-12/89) 11/90

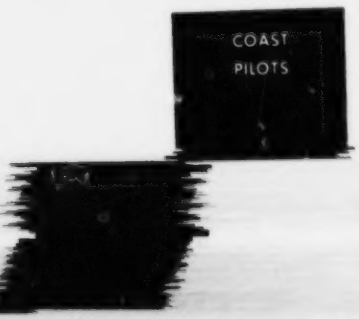
Page 17–Lines 16-17/R; read:
Avoidance of collision with offshore light stations and large navigational buoys . . .
(1-17/89) 11/90

Page 17–Line 27/R; read:
Experience shows that offshore light . . .
(1-17/89) 11/90

Page 17–Lines 31-32/L; read:
approaching fixed offshore light structures and large navigational buoys (LNB) on radio bearings, the risk of collision . . .
(1-17/89) 11/90

Page 17–Line 35/R; read:
It should be borne in mind that most . . .
(1-17/89) 11/90

CP-100



Page 17–Lines 42-61/R; read:
pass close aboard.
(1-17/89) 11/90

Page 22–Lines 21-24/R; read:
vessel of the fact.
(1-17/89) 11/90

COAST PILOT 9 14th Ed 1989 LAST NM 11/90

Page 141–Lines 59/L; read:
Kodiak, is protected by two breakwaters. A light marks the outer end of the W breakwater. In 1975, depths of 8 to 12 feet were . . .
(33/88 CG17) 15/90

Page 141–Line 63/L; read:
Boat Harbor Daybeacon 2; caution should be used in the area.
(33/88 CG17) 15/90

Page 272–Line 42/L; read:
close aboard Nushagak Bay Entrance Buoy 2 . . .
(CP 9-107/90; LL/90) 15/90

Page 272–Lines 38-41/R; read:
the river is low.
(CP 9-107/90; LL/90) 15/90

Page 272–Line 62/R; read:
Etolin and Protection Points. A seasonal buoy . . .
(LL/90) 15/90

COAST PILOT 9 14th Ed 1989 LAST NM 15/90

Page 170–Line 8/L; read:
group of four larger islands is along the W shore. Basic hydrographic surveys completed in 1988 by NOAA Ship RAINIER revealed numerous uncharted rocks and shoals in the outer bay, especially near the islands. Several of these shoals are covered 2 to 3 fathoms. Mariners should use extreme caution when in the outer bay.
(CP 9–161/88) 19/90

Page 170–Lines 12–15/L; read:
The areas immediately surrounding the columns are extremely complex, particularly the area NE of the highest islet. Vessels should give them a wide berth. A surface current of about 2 knots often sets to the NE in the vicinity of the columns.

Devils Finger (56°52′10″N., 156°37′27″W.), about 2.5 miles SW of Aiugnak Columns, is a narrow rock pinnacle covered 1 fathom rising abruptly from general depths of 20 fathoms.

A group of four major islands and numerous islets, about 3 miles NW of Aiugnak Columns, cover an area approximately 1 mile by 0.5 mile. The islands are about 50 feet high, generally flat, and covered with grass. Ledges and foul area extending as much as 0.3 mile offshore surround the Islands.

An extensive foul area surrounding several islets is about 4 miles NNW of Aiugnak Columns. An isolated rock that uncovers about 7 feet is 0.7 mile NW of the center of this foul area.
(CP 9–161/88; CP 9–167A/89 19/90

Page 170–Line 39/L; read:
bottom, good holding ground. Williwaws have been experienced in the bay on N winds. They generally blow out of the valley leading NW to Mt. Chiginagak. In S weather, better shelter . . .
(CP 9–161/88) 19/90

Page 245–Line 35/L; read:
Adak, Alaska, advises that **Sweeper Cove** is within the boundaries of a U.S. Naval Air Station, and only U.S. government vessels or specific contract vessels are permitted to enter. Emergency entrance for bonafide vessels in distress will be allowed.

All fishing, commercial, and . . .
(CP 9–245/90) 19/90

Page 18–Line 68/R; read:

(insert after: **LORAN - C** information from back of Coast Pilots section).
(LL/90) 21/90

Page 19–Lines 1-25/L; read:

Omega.-Omega is a continuous radio navigation system . . .
(LL/90) 21/90

COAST PILOT 9 14th Ed 1989 LAST N/M 21/90

Page 49–-Line 30/R; read:

(59°58.0'N., 141°35.0'W.). The Alaska Marine Pilots provide extensive pilot service to all ports from Kodiak Island W through the Alaska Peninsula and Aleutian Islands thence N to Bristol Bay and N regions through the Arctic Ocean to Demarcation Point.

The major ports served include but are not limited to Chignik, Sand Point, King Cove, Akutan, Dutch Harbor, Captain's Bay, Atka, Adak, Port Moller, NakNek, Dillingham and Togiak.

The main office for Alaska Marine Pilots is in Dutch Harbor. The address is Alaska Marine Pilots, P.O. Box 730, Dutch Harbor, Alaska 99692; Telephone (907) 581-1240; Fax (907) 581-1372; Radio call, KBK 383. The Dutch Harbor office maintains a continuous radio watch on VHF-FM channel 16, and on 4125.0 kHz 24 hours daily. Pilot services should be arranged in advance through ships' agents or otherwise, in sufficient time to enable the pilot to travel.

During times of frequent vessel movements, Alaska Marine Pilots station resident pilots in locations convenient to shipping activity to eliminate much of the detention which can occur due to inclement weather and limited transportation common to the area. These locations include but are not limited to Sand Point, King Cove, Port Moller, False Pass, Bristol Bay and Togiak. The Alaska Marine Pilots home office in Dutch Harbor should be contacted for current resident pilot locations.
(CP 9-49/90) 8/91

Page 128—Line 18/R; read:

The Kodiak Island area is served by the Alaska Marine Pilots and Southwest Alaska Pilots Association.

Vessels using Southwest Alaska Pilots Association pilots and en route to Discover Bay can meet the pilot boat ...
(CP 9-49/90) 8/91

Page 133—Line 57/L; read:

The Kodiak Island area is served by the Alaska Marine Pilots and Southwest Alaska Pilots Association.

Vessels using Southwest Alaska Pilots Association pilots and en route to Port Bailey can meet the pilot boat about 1 ...
(CP 9-49/90) 8/91

Page 133—Line 67/R; read:

The Kodiak Island area is served by the Alaska Marine Pilots and Southwest Alaska Pilots Association.

Vessels using Southwest Alaska Pilots Association pilots and en route to Port Wakefield can meet the pilot boat ...
(CP 9-49/90) 8/91

Page 141—Line 10/L; read:

The Kodiak Island area is served by the Alaska Marine Pilots and Southwest Alaska Pilots Association.

Vessels using Southwest Alaska Pilots Association pilots and en route to Kodiak or Womens Bay can meet the pilot ...
(CP 9-49/90) 8/91

Page 142—Lines 3-7/L; read:

of national defense may require such action.
(CP 9-49/90) 8/91

Page 146—Line 37/R; read:

The Kodiak Island area is served by the Alaska Marine Pilots and Southwest Alaska Pilots Association.

Vessels using Southwest Alaska Pilots Association pilots and en route to Old Harbor can meet the pilot boat about 1 ...
(CP 9-49/90) 8/91

Page 150—Line 63/L; read:
The Kodiak Island area is served by the Alaska Marine Pilots and Southwest Alaska Pilots Association.
Vessels using Southwest Alaska Pilots Association pilots and en route to Alitak Bay can meet the pilot boat about 2 ...
(CP 9-49/90) 8/91

Page 158—Line 27/R; read:
The Kodiak Island area is served by the Alaska Marine Pilots and Southwest Alaska Pilots Association.
Vessels using Southwest Alaska Pilots Association pilots and en route to Vganik Bay can meet the pilot boat about ...
(CP 9-49/90) 8/91

Page 162—Line 29/L; read:
The Kodiak Island area is served by the Alaska Marine Pilots and Southwest Alaska Pilots Association.
Vessels using Southwest Alaska Pilots Association pilots and en route to Larsen Bay can meet the pilot boat about 1 ...
(CP 9-49/90) 8/91

Page 173—Line 20/R; read:
The Alaska Peninsula is served by the Alaska Marine Pilots and Southwest Alaska Pilots Association.
Vessels using Southwest Alaska Pilots Association pilots and en route to Chignik can meet the pilot boat about 1 ...
(CP 9-49/90) 8/91

Page 188—Line 8/L; read:
The Alaska Peninsula is served by the Alaska Marine Pilots and Southwest Alaska Pilots Association.
Vessels using Southwest Alaska Pilots Association pilots and en route to ports in Popof Strait can meet the pilot ...
(CP 9-49/90) 8/91

Page 192—Line 44/R; read:
The Alaska Peninsula is served by the Alaska Marine Pilots and Southwest Alaska Pilots Association.
Vessels using Southwest Alaska Pilots Association pilots and en route to King Cove can meet the pilot boat about 1 ...
(CP 9-49/90) 8/91

Page 193—Line 9/R; read:
The Alaska Peninsula is served by the Alaska Marine Pilots and Southwest Alaska Pilots Association.
Vessels using Southwest Alaska Pilots Association pilots and en route to Cold Bay can meet the pilot boat about 3 ...
(CP 9-49/90) 8/91

Page 195—Line 7/R; read:
The Alaska Peninsula is served by the Alaska Marine Pilots and Southwest Alaska Pilots Association.
Vessels using Southwest Alaska Pilots Association pilots and en route to Isanotski Strait (False Pass) can meet the ...
(CP 9-49/90) 8/91

Page 207—Line 31/L; read:
The Aleutian Islands are served by the Alaska Marine Pilots and Southwest Alaska Pilots Association.
Vessels using Southwest Alaska Pilots Association pilots and en route to Akutan can meet the pilot boat about 1 ...
(CP 9-49/90) 8/91

Page 212—Line 9/R; read:
The Aleutian Islands are served by the Alaska Marine Pilots and Southwest Alaska Pilots Association.
Vessels using Southwest Alaska Pilots Association pilots and en route to Dutch Harbor can meet the pilot boat ...
(CP 9-49/90) 8/91

Page 245—Line 65/R; read:
The Aleutian Islands are served by the Alaska Marine Pilots and Southwest Alaska Pilots Association.
Vessels using Southwest Alaska Pilots Association pilots and en route to Adak can meet the pilot boat about 2 miles ...
(CP 9-49/90) 8/91

Page 258—Line 3/R; read:
The Aleutian Islands are served by the Alaska Marine Pilots and Southwest Alaska Pilots Association.
Vessels using Southwest Alaska Pilots Association pilots and en route to Navy Cove can meet the pilot boat about ...
(CP 9-49/90) 8/91

Page 267—Line 30/L; read:
The Bering Sea is served by the Alaska Marine Pilots and Southwest Alaska Pilots Association.
Vessels using Southwest Alaska Pilots Association pilots and en route to Port Moller can meet the pilot boat about ...
(CP 9-49/90) 8/91

Page 268—Line 23/L; read:
The Bering Sea is served by the Alaska Marine Pilots and Southwest Alaska Pilots Association.
Vessels using Southwest Alaska Pilots Association pilots and en route to Port Heiden can meet the pilot boat about ...
(CP 9-49/90) 8/91

Page 268—Line 44/R; read:
The Bering Sea is served by the Alaska Marine Pilots and Southwest Alaska Pilots Association.
Vessels using Southwest Alaska Pilots Association pilots and en route to Ugashik Bay can meet the pilot boat about ...
(CP 9-49/90) 8/91

Page 269—Line 62/R; read:
The Bering Sea is served by the Alaska Marine Pilots and Southwest Alaska Pilots Association.
Vessels using Southwest Alaska Pilots Association pilots and en route to Egegik can meet the pilot boat near Egegik ...
(CP 9-49/90) 8/91

Page 270—Line 61/L; read:
The Bering Sea is served by the Alaska Marine Pilots and Southwest Alaska Pilots Association.
Vessels using Southwest Alaska Pilots Association pilots and en route to Naknek can meet the pilot boat about ...
(CP 9-49/90) 8/91

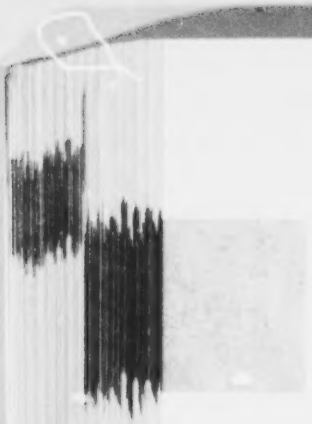
Page 272—Line 41/L; read:
The Bering Sea is served by the Alaska Marine Pilots and Southwest Alaska Pilots Association.
Vessels using Southwest Alaska Pilots Association pilots and en route to Nashagak Bay can meet the pilot boat ...
(CP 9-49/90) 8/91

Page 275—Line 17/L; read:
The Bering Sea is served by the Alaska Marine Pilots and Southwest Alaska Pilots Association.
Vessels using Southwest Alaska Pilots Association pilots and en route to Kulukak Bay can meet the pilot boat about ...
(CP 9-49/90) 8/91

Page 275—Line 23/R; read:
The Bering Sea is served by the Alaska Marine Pilots and Southwest Alaska Pilots Association.
Vessels using Southwest Alaska Pilots Association pilots and en route to Togiak can meet the pilot boat about 1 mile ...
(CP 9-49/90) 8/91

Page 277—Line 13/L; read:
The Bering Sea is served by the Alaska Marine Pilots and Southwest Alaska Pilots Association.
Vessels using Southwest Alaska Pilots Association pilots and en route to Goodnews Bay can meet the ...
(CP 9-49/90) 8/91

Page 281—Line 8/R; read:
The Bering Sea is served by the Alaska Marine Pilots and Southwest Alaska Pilots Association.
Vessels using Southwest Alaska Pilots Association pilots and en route to St. Paul can meet the pilot boat about 4 ...
(CP 9-49/90) 8/91



Page 15—Line 53/L; read:
exist. Mariners are also warned that the areas where cables and pipelines were originally buried may have changed and they may be exposed; extreme caution should be used when operating vessels in depths of water comparable to the vessel's draft.
(CP 1-15/91) 12/91

COAST PILOT 9 14th Ed 1989 LAST NM 12/91

Page 67-Lines 26-27/R; read:
to 9 fathoms and shoals to bare near the center. The reef is marked by **Bligh Reef Light** (60°50.3'N., 146°53.1'W.), 59 feet above the water and shown from a pile structure with a red and white diamond-shaped daymark. A lighted bell buoy is about 0.7 mile W of the light.
(LL/91; 36/90 CG17) 27/91

Page 123-Lines 36-37/R; read:
Woronzof. North Point Shoal, 1.2 miles NW of Knik Arm Shoal, has a least depth of 16 feet. **Woronzof shoal**, a long shoal that bares ...
(CP 9-123/91; CP 9-123A/91; NOS 16665) 27/91

Page 275-Lines 41-43/L; read:
rock.
(CP 9-275/90) 27/91

Page 275-Line 50/L; read:
fathom curve extending about 2 miles offshore on the W side of the island. About 0.5 ...
(CP 9-275/90) 27/91

Page 275-Line 63/L; read:
Black Rock, 131 feet high, is 3 miles E of the N ...
(CP 9-275A/90) 27/91

Page 292-Lines 21-23/L; read:
Golovnin Bay Light 4 (64°31.2'N., 162°55.1'W.), 106 feet above the water, is seasonally shown from a skeleton tower with a red and white diamond-shaped daymark on the NE shore of the bay.
(LL/91; 27/90 CG17) 27/91

Page 298-Lines 51-53/R; read:
Northwest Corner Light (66°34.9'N., 164°24.2'W.), 75 feet above the water, is seasonally shown from a skeleton tower with a red and white diamond-shaped daymark 19 ...
(LL/91; 27/90 CG17) 27/91

COAST PILOT 9 14th Ed 1989 LAST NM 27/91

Page 35-Lines 26-28/R; read:
§164.02 Applicability exception for foreign vessels.
(a) This part (including §§164.38 and 164.39) does not apply to vessels that:
(1) Are not destined for, or departing from, a port or place subject to the jurisdiction of the United States; and
(2) Are in:
(i) Innocent passage through the territorial sea of the United States; or
(ii) Transit through navigable waters of the United States which form a part of an international strait.
§164.03 Incorporation by reference.
(a) Certain materials are incorporated by reference into this part with the approval of the Director of the Federal Register. The Office of the Federal Register publishes a table, "Material Approved for Incorporation by Reference," which appears in the Finding Aids section of this volume. In that table is found the date of the edition approved, citations to the particular sections of this part where the material is incorporated, addresses where the material is available, and the date of the approval by the Director of the Federal Register. To enforce any edition other than the one listed in the table, notice of the change must be published in the FEDERAL REGISTER and the material made available.

All approved material is on file at the Office of the Federal Register, Washington, DC 20408 and at Room 4402, U.S. Coast Guard Headquarters, 2100 Second St. SW, Washington, DC.

(b) The materials approved for incorporation by reference in this part are: Radio Technical Commission For Marine Services (RTCM) Paper 12-78/DO-100 dated 12/20/77.

(33 CFR 164) 33/91

Page 37—Lines 63-64/R; read:

§164.40 Devices to indicate speed and distance.

(a) Each vessel required to be fitted with an Automatic Radar Plotting Aid (ARPA) under §164.38 must be fitted with a device to indicate speed and distance of the vessel either through the water, or over the ground. Vessels constructed prior to September 1, 1984, must have this equipment according to the following schedule:

(1) Each tank vessel constructed before September 1, 1984, operating on the navigable waters of the United States-

(i) If of 40,000 gross tons or more, by January 1, 1985;

(ii) If of 10,000 gross tons or more but less than 40,000 gross tons, by January 1,1986.

(2) Each self-propelled vessel constructed before September 1, 1984, that is not a tank vessel, operating on the navigable waters of the United States-

(i) If of 40,000 gross tons or more, by September 1, 1986;

(ii) If of 20,000 gross tons or more, but less than 40,000 gross tons, by September 1, 1987;

(iii) If of 15,000 gross tons or more, but less than 20,000 gross tons, by September 1, 1988.

(b) The device must meet the following specifications:

(1) The display must be easily readable on the bridge by day or night.

(2) Errors in the indicated speed, when the vessel is operating free from shallow water effect, and from the effects of wind, current, and tide, should not exceed 5 percent of the speed of the vessel, or 0.5 knot, whichever is greater.

(3) Errors in the indicated distance run, when the vessel is operating free from shallow water effect, and from the effects of wind, current, and tide, should not exceed 5 percent of the distance run of the vessel in one hour or 0.5 nautical mile in each hour, whichever is greater.

(33 CFR 164) 33/91

Page 59—Line 50/L; read:

Egg Island Light E (60°22.2'N., 145°45.0' W.), 33 feet ...

(LL/91) 33/91

Page 59—Line 19/R; read:

Mummy Island Light 5 (60°27.7'N., 145°59.4' W.), 21 feet ...

(LL/91) 33/91

Page 63—Line 5/L; read:

Cape Hinchinbrook Light (60°14.2'N., 146°38.8' W.), 235...

(LL/91) 33/91

Page 67—Line 33/R; read:

(60°53.7'N., 146°49.0'W.), 48 feet above the water and...

(LL/91) 33/91

Page 68—Line 28/L; read:

(60°57.0'N., 146°47.1'W.), 38 feet above the water, is...

(LL/91) 33/91

Page 78—Line 23/L; read:

(60°47.1'N., 148°06.0'W.), 31 feet above the water, is...

(LL/91) 33/91

Page 78—Lines 9-10/R; read:

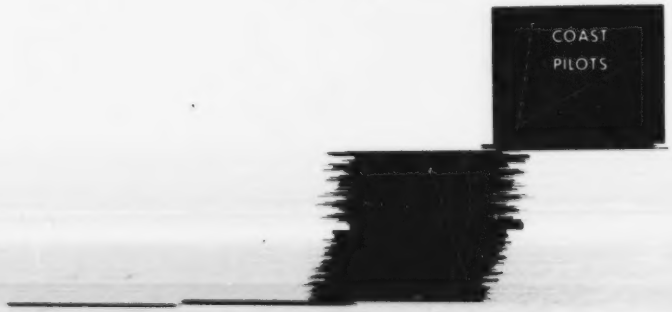
of about 1,000 feet. **Culross Island Light** (60°44.8'N., 148°06.8'W.), 40 feet above the water, is shown from a ...

(LL/91) 33/91

Page 83—Lines 30-31/R; read:

point of the island. **Point Eleanor Light** (60°34.8'N., 147°33.8'W.), 45 feet above the water, is shown from a ...

(LL/91) 33/91



Page 92—Line 55/L; read:
(59°31.2'N., 149°37.8'W.), 285 feet above the water, is . . .
(LL/91) 33/91

Page 92—Line 2/R; read:
Light (59°44.5'N., 149°28.2'W.), 100 feet above the water, ...
(LL/91) 33/91

Page 92—Lines 28-29/R; read:
SE end of Fox Island. **Hive Island Light** (59°53.3'N., 149°22.3'W.), 80 feet above the water, is shown from a ...
(LL/91) 33/91

Page 103—Line 67/R; read:
(58°54.9'N., 151°57.1'W.), 120 feet above the water, and . . .
(LL/91) 33/91

Page 105—Lines 13-14/L; read:
buoy. Cape Elizabeth is the W end of the island. **Cape Elizabeth Light** (59°08.8'N., 151°52.6'W.), 48 above the ...
(LL/91) 33/91

Page 106—Line 32/L; read:
Entrance Light (59°22.3'N., 151°54.1'W.), 50 feet the above ...
(LL/91) 33/91

Page 106—Line 47/R; read:
Light (59°27.1'N., 151°43.3'W.), 64 feet above the water, is ...
(LL/91) 33/91

Page 106—Line 65/R; read:
Seldovia Bay Light 3 (59°26.5'N., 151°43.3' W.), 45 feet ...
(LL/91) 33/91

Page 114—Lines 5-6/R; read:
holding bottom. **Halibut Cove Light 2** (59°36.0'N., 151°12.9'W.), 70 feet above the water, is shown from a ...
(LL/91) 33/91

Page 114—Line 37/R; read:
(59°46.1'N., 151°52.0'W.), 41 feet above the water, is...
(LL/91) 33/91

Page 118—Lines 13-14/L; read:
conspicuous cliff. **Chisik Island Light** (60°05.8'N., 152°33.7'W.), 215 feet above the water, is shown from a ...
(LL/91) 33/91

Page 118—Line 18/R; read:
Harriet Point Light (60°23.8'N., 152°14.2' W.), 95 feet ...
(LL/91) 33/91

Page 118—Line 68/R; read:
Island South Light (60°20.7'N., 152°05.1' W.), 65 feet above ...
(LL/91) 33/91

Page 123-Line 25/L; read:
by **Fire Island Light 6** (61°07.6'N., 150°16.9' W.), 15 feet ...
(LL/91) 33/91

Page 129-Lines 4-5/L; read:
by at least 1.5 miles. **Tonki Cape Light** (58°21.1'N., 151°59.2'W.), 75 feet above the water, is shown from a ...
(LL/91) 33/91

SATELITE POSITION INDICATING RADIO BEACON (EPIRB).–Emergency position indicating radiobeacons (EPIRBs), devices which cost from $200 to over $2000, are designed to save your life if you get into trouble by alerting rescue authorities and indicating your location. EPIRB types are described below:

Type	Frequency	Description
Class A	121.5/243 MHz	Float-free, automatically-activating, detectable by aircraft and satellite. Coverage limited.
Class B	121.5/243 MHz	Manually activated version of Class A.
Class C	VHF ch 15/16	Manually activated, operates on maritime channels only. Not detectable by satellite.
Class S	121.5/243 MHz	Similar to Class B, except it floats, or is an integral part of a survival craft.
Cat I	406/121.5 MHz	Float-free, automatically activated EPIRB. Detectable by satellite anywhere in the world.
Cat II	406/121.5 MHz	Similar to Category I, except is manually activated.

121.5/243 MHz EPIRBs. These are the most common and least expensive type of EPIRB, designed to be detected by overflying commercial or military aircraft. Satellites were designed to detect these EPIRBs, but are limited for the following reasons:

(i) Satellite detection range is limited for these EPIRBs (satellites must be within line of sight of both the EPIRBs and a ground terminal for detection to occur) (see Chart),

(ii) EPIRB design and frequency congestion cause these devices to be subject to a high false alert/false alarm rate (over 99%); consequently, confirmation is required before search and rescue forces can be deployed.

(iii) EPIRBs manufactured before October 1989 may have design or construction problems (e.g. some models will leak and cease operating when immersed in water), or may not be detectable by satellite.

Class C EPIRBs. These are manually activated devices intended for pleasure craft who do not venture far offshore and for vessels on the Great Lakes. They transmit a short burst on VHF-FM channel 16 and a longer homing signal on channel 15. Their usefulness depends upon a coast station or another vessel guarding channel 16 and recognizing the brief, recurring tone as an EPIRB. Class C EPIRBs are not recognized outside of the United States.

(continued on next page)

(continued)

406 MHz EPIRBs.–The 406 MHz EPIRB was designed to operate with satellites. Its signal allows a satellite local user terminal to accurately locate the EPIRB (much more accurately than 121.5/243 MHz devices), and identify the vessel (the signal is encoded with the vessel's identity) anywhere in the world (there is no range limitation). These devices also include a 121.5 MHz homing signal, allowing aircraft and rescue craft to quickly find the vessel in distress. These are the only type of EPIRB which must be certified by Coast Guard approved independent laboratories before they can be sold in the United States.

An automatically activated, float-free version of this EPIRB will be required on Safety of Life at Sea Convention vessels (passenger ships and ships over 300 tons, on international voyages) of any nationality by 1 August 1993. The Coast Guard requires U.S. commercial fishing vessels carry this device (by May 1990, unless they carry a Class A EPIRB), and will require the same for other U.S. commercial uninspected vessels which travel more than 3 miles offshore.

The COSPAS-SARSAT system.–COSPAS: Space System for Search of Distress Vessels (a Russian acronym); SARSAT: Search and Rescue Satellite-Aided Tracking. COSPAS-SARSAT is an international satellite-based search and rescue system established by the U.S., U.S.S.R., Canada and France to locate emergency radio beacons transmitting on the frequencies 121.5, 243 and 406 MHz. Since its inception only a few years ago, COSPAS-SARSAT has contributed to the saving of 1240 lives (as of June 6, 1989), 554 of these mariners. The Coast Guard operates two local user terminals, satellite earth stations designed to received EPIRB distress calls forwarded from COSPAS-SARSAT satellites, located in Kodiak, Alaska and Point Reyes, California. The Air Force operates a third terminal at Scott Air Force Base, Illinois.

Testing EPIRBs.–The Coast Guard urges those owning EPIRBs to periodically examine them for water tightness, battery expiration date and signal presence. FCC rules allow Class A, B, and S EPIRBs to be turned on briefly (for three audio sweeps, or one second only) during the first five minutes of each hour. Signal presence can be detected by an FM radio tuned to 99.5 MHz, or an AM radio tuned to any vacant frequency and located close to an EPIRB. FCC rules allow Class C EPIRBs to be tested within the first five minutes of every hour, for not more than five seconds. Class C EPIRBs can be detected by a marine radio tuned to channel 15 or 16. 406 MHz EPIRBs can be tested through its self-test function, which is an integral part of the device .

LORAN-C. LORAN, an acronym for Long RAnge Navigation, is an electronic aid to navigation consisting of shore-based radio transmitters. The LORAN system enables users equipped with a LORAN receiver to determine their position quickly and accurately, day or night, in practically any weather.

A LORAN-C chain consists of three to five transmitting stations separated by several hundred miles. Within a chain, one station is designated as master while the other stations are designated as secondaries. Each secondary station is identified as either whiskey, x-ray, yankee, or zulu.

The master station is always the first station to transmit. It transmits a series of nine pulses. The secondary stations then follow in turn, transmitting eight pulses each, at precisely timed intervals. This cycle repeats itself endlessly. The length of the cycle is measured in microseconds and is called a Group Repetition Interval (GRI).

LORAN-C chains are designated by the four most significant digits of their GRI. For example, a chain with a GRI of 89,700 microseconds is referred to as 8970. A different GRI is used for each chain because all LORAN-C stations broadcast in the same 90 to 110 kilohertz frequency band and would otherwise interfere with one another.

The LORAN-C system can be used in either a hyperbolic or range mode. In the widely used hyperbolic mode, a LORAN-C line of position is determined by measuring the time difference between sychronized pulses received from two separate transmitting stations. In the range mode, a line of position is determined by measuring the time required by LORAN-C pulses to travel from a transmitting station to the user's receiver.

A user's position is determined by locating the crossing point of two lines of position on a LORAN-C chart. Many receivers have built-in coordinate converters which will automatically display the receiver's latitude and longitude. With a coordinate converter, a position can be determined using a chart that is not overprinted with LORAN-C lines of position.

CAUTION: The latitude/longitude computation on some models is based upon an all seawater propagation path. This may lead to error if the LORAN-C signals from the various stations involve appreciable overland propagation paths. These errors may put the mariner at risk in areas requiring precise positioning if the proper correctors (ASF) are not applied. Therefore, it is recommended that mariners using Coordinate Converters check the manufacturer's operating manual to determine if and how corrections are to be applied to compensate for the discontinuity caused by the overland paths.

There are two types of LORAN-C accuracy: absolute and repeatable. Absolute accuracy is a measure of the navigator's ability to determine latitude and longitude position from the LORAN-C time differences measured. Repeatable accuracy is a measure of the LORAN-C navigator's ability to return to a position where readings have been taken before.

The absolute accuracy of LORAN-C is 0.25 nautical miles, 95% confidence within the published coverage area using standard LORAN-C charts and tables. Repeatable accuracy depends on many factors, so measurements must be taken to determine the repeatable accuracy in any given area. Coast Guard surveys have found repeatable accuracies between 30 and 170 meters in most ground wave coverage areas. LORAN-C position determination on or near the baseline extensions are subject to significant errors and, therefore, should be avoided whenever possible. The use of skywaves is not recommended within 250 miles of a station being used, and corrections for these areas are not usually tabulated.

If the timing or pulse shape of a master-secondary pair deviates from specified tolerances, the first two pulses of the secondary station's pulse train will blink on and off. The LORAN-C receiver sees this blinking signal and indicates a warning to the user. This warning will continue until the signals are once again in tolerance. A blinking signal is not exhibited during off-air periods, so a separate receiver alarm indicates any loss of signal. Never use a blinking secondary signal for navigation.

In coastal waters, LORAN-C should not be relied upon as the only aid to navigation. A prudent navigator will use radar, radio direction finder, fathometer and any other aid to navigation, in addition to the LORAN-C receiver.

LORAN-C Interference

Interference to LORAN-C may result from radio transmissions by public or private sources operating near the LORAN-C band of 90-110 kHz. Anyone using the LORAN-C system, who observes interference to LORAN-C, should promptly report it to one of the Coast Guard commands listed below. Include in such reports information regarding the date, time, identifying characteristics, strength of the interfering signals and your own vessel's position. These interference reports are very important and cooperation from users of LORAN-C will assist the Coast Guard in improving LORAN-C service.

Atlantic Ocean and Gulf of Mexico
Commander (Atl)
Atlantic Area, U.S. Coast Guard
Governors Island
New York, NY 10004-5000

Pacific Ocean
Commander (Ptl)
Pacific Area, U.S. Coast Guard
Coast Guard Island
Alameda, CA 94501-5100

All areas
Commandant (G-NRN)
U.S. Coast Guard
Washington, DC 20593-0001

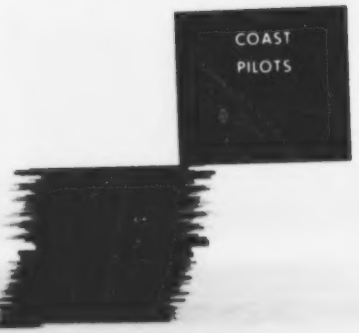
LORAN-C Charts and Publications

Navigational charts overprinted with LORAN-C lines of position are published by the National Ocean Service (NOS), Distribution Branch (N/CG33), 6501 Lafayette Avenue, Riverdale, MD 20737-1199 and the Defense Mapping Agency (DMA), Combat Support Center, Code: PMSR, Washington, DC 20315-0010, and may be purchased directly from NOS or DMA, or through local chart sales agents.

A general source of LORAN-C information is the LORAN-C User Handbook written by the U.S. Coast Guard. This publication can be purchased from the Superintendent of Documents, Order Section, U.S. Government Printing Office, Washington, DC 20402.

(LL/90) 21/90

CP-111



PUB 121 2 Ed 1988 NEW EDITION

(DMAHTC/MCNN) 46/88

PUB 121 2 Ed 1988 LAST NM 46/88

Page III; Line 14/L; read:
Defense Directive 5105.40, dated 23 April 1986,
(DMAHTC/MCNN) 13/89

PUB 121 2 Ed. 1988 LAST NM 13/89

Page 145–Line 30/L; insert after:
Equatorial Guinea.– Reports have indicated that the government of Equatorial Guinea does not recognize the Right of Innocent Passage within its 12 mile territorial sea claim. Mariners are urged to exercise appropriate caution.
(DMAHTC/MCNN) 36/89

PUB 121 2 Ed 1988 LAST NM 36/89

Page III—Line 2/R; insert after:
SPECIAL WARNINGS.—A Special Warning may be in force for the geographic area covered by this publication. Special Warnings are printed in the weekly Notice to Mariners upon promulgation and are reprinted annually in Notice to Mariners No. 1. A listing of Special Warnings currently in force is printed in each weekly Notice to Mariners, Section III, Broadcast Warnings, along with the notice number of promulgation. In force Special Warnings are also available on NAVINFONET.
(DMAHTC/MCNN) 37/90

PUB 122 NEW PUBLICATION
(DMAHTC Code NVP) 41/82

PUB 122 1Ed 1982 LAST NM 41/82
Page 229—Line 41/R; read:
Callao 48°39'S., 165°00'W.
(DMAHTCCode NVP) 49/83

PUB 122 1Ed 1982 LAST NM 49/83
Page 226—Lines 42–43/R; read:
Navigational Charts, Sheets and Tables (CATP2V10).
(DMAHTC Code NVP) 52/83

Page 227—Line 14/L; read:
CATP2V10). On this projection any straight line is
(DMAHTC Code NVP) 52/83

PUB 122 1Ed 1982 LAST NM 52/83

Page 234—Line 24/L; read:

Eastern Archipelago or Solomon Sea.

Caution.—Micronesian authorities advise that local fishermen in small canoes may be encountered in the following area within the Caroline Islands:

A. 8°20'N., 147°00'E.,
B. 8°20'N., 148°00'E.,
C. 7°30'N., 148°00'E.,
D. 7°00'N., 147°00'E.,
E. 7°15'N., 146°00'E.,
F. 7°40'N., 145°35'E.

Mariners should exercise prudence and caution when transiting this above area, especially during darkness or periods of reduced visibility.

(NVP 0007/84) 8/84

PUB 122 1Ed 1982 LAST NM 8/84

Page 26—Line 41/L; insert after:

Priority Signals.—In certain Australian ports, vessels of 35m (115 ft.) or more in length (less in some ports), when navigating within pilotage waters of the port and requiring priority or right of way over other vessels may display:

BY DAY: berthing or unberthing flag signals as precribed in the Port Authority By-laws:

AT NIGHT: Two lights mounted vertically 2m (6.5 ft.) apart, the upper being green, the lower, red.

(DMAHTC Code NVP) 30/84

PUB 122 1 Ed 1982 LAST NM 30/84

Page 24–Lines 23-24/R; read:

2. **Department of Transportation.**– Federal Sea Safety and Surveillance Center, Canberra, co-ordinate

(DMAHTC/NVPS) 4/85

Page 277–Lines 9-10/L; read:

Senior Co-ordinator, Federal Sea Safety and Surveillance Center (FSS and SC), in the Department of Transport.

(DMAHTC/NVPS) 4/85

Page 277–Line 16/L; read:

to the FSS and SC where a plot is maintained of the vessel's

(DMAHTC/NVPS) 4/85

(continued on next page)

Page 277–Line 18/L; read:
FSS and SC each day at the time that has been nominated.
(DMAHTC/NVPS) 4/85

Page 277–Line 30/L; read:
the area, an SP report is sent to the FSS and SC. The SP
(DMAHTC/NVPS) 4/85

Page 277–Line 34/L; read:
will send a daily position report to the FSS and SC. If a
(DMAHTC/NVPS) 4/85

Page 277–Line 45/L: read:
the FSS and SC, which will advise that "SAR watch will
(DMAHTC/NVPS) 4/85

Page 277–Line 23/R; read:
FSS and SC. The first PR is required within 24 hours
(DMAHTC/NVPS) 4/85

Page 277–Line 27/R; read:
mation contained in the PR will be used by the FSS and SC
(DMAHTC/NVPS) 4/85

Page 278–Line 15/L; read:
FR is sent to the FSS and SC. Under no circumstances
(DMAHTC/NVPS) 4/85

Page 278–Line 35/R; read:
from the ship to the FSS and SC to avoid delays associated
(DMAHTC/NVPS) 4/85

Page 278–Lines 41-42/R; read:
When at sea all reports are addressed "SEA SAFETY CANBERRA", and may be sent free of charge
(DMAHTC/NVPS) 4/85

Page 250–Line 35/R; insert after:
TERRITORY OF FRENCH POLYNESIA
Implementation of IALA Maritime Buoyage System Region A is in progress for the waters of French Polynesia. The Uniform System of Buoyage is in general use in areas not yet changed to IALA System Region A; in some remote islands local systems of buoyage may be used.

Special Maritime Buoyage System for French Polynesia.– This system is used in exceptional cases where the direction of navigation can not be determined without ambiguity. Its use is confined to some navigable channels inside the barrier reefs of high islands. The principle features of this Special System are as follows:

On the landward side of the channel – yellow and black can or spar marks with a red hemisphere topmark, round part upwards.

On the barrier side of the channel – yellow and black conical or spar marks with cone topmark, point downwards.

The marks are fitted with reflectors, but are unlit.

Society Islands.– Beacons marking the navigable channels inside the barrier reefs of the islands of Tahaa, Raiatea, Huahine, and Maupiti are being amended to conform to the Special Maritime Buoyage System for French Polynesia.

Implementation of IALA Maritime Buoyage System Region A is in progress; buoys and certain fixed marks, other than those of the Special System, are being converted.
(DMAHTC/HNNP) 11/86

Page 8–Lines 36-46/R; read:
SEARCH AND RESCUE – Ship Reporting System.– The Peruvian Maritime Information System on Position and Safety is mandatory for all vessels

(continued on next page)

over 1,000 G.R.T. within the north and south maritime borders and a line 200 miles off the coast of Peru. The system is operated by the Peruvian Director General of Harbor Masters and Coast Guards.

Requirement for messages.– Vessels should send:

(1) A "PW" report when entering the area.
(2) A "SP" report when departing from a port within the area.
(3) A "PR" report when crossing latitude 12°S or in advance for single operator ships.
(4) A "FR" report on arrival at a port within the area or on leaving the area.

Form of messages

PW REPORT
(a) SHIPREP PW
(b) Vessel's name, call sign and nationality
(c) Date and local time of entering area
(d) Port of departure
(e) Position
(f) True course
(g) Speed
(h) Port of destination
(i) ETA

SP REPORT
(a) SHIPREP SP
(b) Vessel's name, call sign and nationality
(c) Date and local time of departure
(d) Port of departure
(e) True course
(f) Speed
(g) Port of destination
(h) ETA

PR REPORT
(a) SHIPREP PR
(b) Vessel's name, call sign and nationality
(c) Date and local time of crossing latitude 12° S.
(d) Position
(e) Course
(f) Speed
(g) Port of destination
(h) ETA

FR REPORT
(a) SHIPREP FR
(b) Vessel's name, call sign and nationality
(c) Date and local time
(d) Port of destination or arrival

Transmission of messages.– Reports should be sent through one of the following Coast Radio Stations: Paita (OBY2), Callao (OBC3), Mollendo (OBF4). They should be addressed to the Director de Capitanias Callao (DICAPI).

If unable to raise Peruvian Coastal Stations, a notation to this effect must be entered in the Radio Log and verified on arrival by the Authorities to whom copies of radio messages must be given.

Vessels failing to comply are liable to a $1,000 fine the first time, and $5,000 fine for repetitions.

(DMAHTC/MCNN) 41/86

Page 173–Line 21/R; insert after:

PERU

Peruvian submarine operating areas have been established in the following localities:

1. Bayovar
   a. 5°12'00"S., 81°48'05"W.
   b. 5°12'00"S., 82°14'00"W.
   c. 5°38'00"S., 82°14'00"W.
   d. 5°38'00"S., 81°46'05"W.
2. Chimbote
   a. 9°12'00"S., 81°11'00"W.
   b. 9°15'00"S., 81°12'00"W.
   c. 9°32'00"S., 80°32'05"W.
   d. 9°32'00"S., 80°07'05"W.
3. Area between Huacho and Callao
   a. 11°27'00"S., 78°02'00"W.
   b. 11°42'00"S., 78°22'00"W.
   c. 12°00'00"S., 78°05'05"W.
   d. 11°46'00"S., 77°45'00"W.

(continued on next page)

4. Puerto Callao
   a. 12°00'00"S., 77°24'00"W.
   b. 12°02'00"S., 77°45'00"W.
   c. 12°17'05"S., 77°24'00"W.
   d. 12°17'05"S., 77°05'00"W.
5. Puerto San Juan
   a. 15°16'00"S., 75°32'05"W.
   b. 15°16'00"S., 75°58'00"W.
   c. 15°40'05"S., 75°32'05"W.
   d. 15°40'05"S., 75°58'00"W.
6. Puerto Ilo
   a. 17°15'00"S., 72°19'00"W.
   b. 17°15'00"S., 72°44'00"W.
   c. 17°39'00"S., 72°44'00"W.
   d. 17°39'00"S., 72°19'00"W.
7. Navigation is prohibited in the following Naval Operating Zone:
   a. 11°12'00"S., 77°48'00"W.
   b. 11°12'00"S., 77°40'00"W.
   c. 11°18'00"S., 77°40'00"W.
   d. 11°18'00"S., 77°48'00"W.

(DMAHTC/MCNN) 41/86

PUB 122 1 Ed 1982 LAST NM 41/86

Page 25–Lines 53-54/L; read:

Torres Strait.– The waters containing Torres Strait, Great Northeast Channel, and the Inner route are of a special character, detailed in Pub. 127, Sailing Directions (Enroute) for the East Coast of Australia and New Zealand. In recognition of that special character IMO recommends that vessels 328 ft. in length or over, and all loaded oil, chemical or liquified gas carriers, irrespective of size, use the Pilots available from the Queensland Coast and Torres Strait Pilot Service while navigating within the following areas:

In Torres Strait and along the Inner Route between Booby Island (10°36'S., 141°55'E.) and Latitude 16°40'S, or through Great Northeast Channel, or Hydrographer's Passage.

The Australian government recommends that vessels not familiar with other areas of the Great Barrier Reef, or the entrances to Palm Passage and Grafton Passage also use the Queensland Coast and Torres Strait Pilot Service.

See Pub. 127, Sailing Directions (Enroute) for the East Coast of Australia and New Zealand, for detailed information on the Pilot Service.

(DMAHTC/MCNN) 8/88

Page 25–Lines 1-58/R; strike out.
(DMAHTC/MCNN) 8/88

Page 26–Lines 1-10/L; strike out.
(DMAHTC/MCNN) 8/88

Page 173–Line 21/R; insert after:

PERU

Peruvian officials have declared the following areas as restricted:

1. **Area Bayovar**
   A. 5°12'S., 81°48.1'W.
   B. 5°12'S., 82°14'W.
   C. 5°38'S., 81°18.1'W.
   D. 5°38'S., 82°14'W.
2. **Area Chimbote**
   A. 9°12.5'S., 80°07.5'W.
   B. 9°12.5'S., 80°32.5'W.
   C. 9°32.5'S., 80°07.5'W.
   D. 9°32.5'S., 80°32.5'W.
3. **Area between Huacho and Chimbote**
   A. 11°27'S., 78°02'W.
   B. 11°42'S., 78°22'W.
   C. 11°46'S., 77°45'W.
   D. 12°00'S., 78°05.1'W.
4. **Area Puerto Callao**
   A. 12°02'S., 77°24.1'W.
   B. 12°02'S., 77°45'W.
   C. 12°17.1'S., 77°24.1'W.
   D. 12°17.1'S., 77°45'W.

(continued on next page)

5. **Area Puerto San Juan**
   A. 15°16'S., 75°32'W.
   B. 15°16'S., 75°58'W.
   C. 15°40'S., 75°32'W.
   D. 15°40'S., 75°58'W.

6. **Area Puerto Ilo**
   A. 17°15'S., 72°19'W.
   B. 17°15'S., 72°44'W.
   C. 17°39'S., 72°19'W.
   D. 17°39'S., 72°44'W.

7. The following area has been declared to be a **Prohibited Area**, and serves as a Naval Operating Area.
   A. 11°12'S., 77°40'W.
   B. 11°12'S., 77°48'W.
   C. 11°18'S., 77°40'W.
   D. 11°18'S., 77°48'W.
   (DMAHTC/MCNN) 8/88

PUB 122 1 Ed 1982 LAST NM 8/88

Page 173–Line 21/R; insert after:

PERU

Peruvian officials have declared the following areas as restricted:

1. **Area Bayovar**
   A. 5°12'S., 81°48.1'W.
   B. 5°12'S., 82°14'W.
   C. 5°38'S., 81°48.1'W.
   D. 5°38'S., 82°14'W.

2. **Area Chimbote**
   A. 9°12.5'S., 80°07.5'W.
   B. 9°12.5'S., 80°32.5'W.
   C. 9°32.5'S., 80°07.5'W.
   D. 9°32.5'S., 80°32.5'W.

3. **Area between Huacho and Callao**
   A. 11°27'S., 78°02'W.
   B. 11°42'S., 78°22'W.
   C. 11°46'S., 77°45'W.
   D. 12°00'S., 78°05.1'W.

4. **Area Puerto Callao**
   A. 12°02'S., 77°24.1'W.
   B. 12°02'S., 77°45'W.
   C. 12°17.1'S., 77°24.1'W.
   D. 12°17.1'S., 77°45'W.

5. **Area Puerto San Juan**
   A. 15°16'S., 75°32'W.
   B. 15°16'S., 75°58'W.
   C. 15°40'S., 75°32'W.
   D. 15°40'S., 75°58'W.

6. **Area Puerto Ilo**
   A. 17°15'S., 72°19'W.
   B. 17°15'S., 72°44'W.
   C. 17°39'S., 72°19'W.
   D. 17°39'S., 72°44'W.

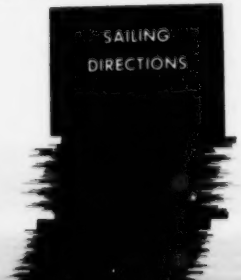
7. The following area has been declared to be a **Prohibited Area**, and serves as a Naval Operating Area.
   A. 11°12'S., 77°40'W.
   B. 11°12'S., 77°48'W.
   C. 11°18'S., 77°40'W.
   D. 11°18'S., 77°48'W.
   (DMAHTC/MCNN) 16/88

PUB 122 1 Ed 1982 LAST NM 16/88

Page 12–Line 57/R; insert after:

Note.– It has been reported that light dues are levied at the first Chilean port of call, for which a receipt is issued. The receipt valid for 1 calendar year, must be presented at each Chilean port of call as proof of payment. Reports have indicated the charges are substantial, however, they may be waived for foreign warships on official visits.

(continued on next page)



Information concerning port charges and light dues is obtained from the vessel's agent or diplomatic representative. Local authorities or the appropriate agency of the Chilean government may also be consulted when planning a voyage to the area.
(DMAHTC/MCNN) 18/88

PUB 122 1 Ed 1982 LAST NM 18/88

Page 207—Line 28/R; insert after:

Fish Aggregating Devices (FADS) – Fish Aggregating Devices may be encountered in many areas covered by this volume. These devices consist of a float of various descriptions, usually moored in deep water. The floats may not be lighted, and may not be charted.

Caution is advised as FADS are not maintained as aids to navigation; the lights, if fitted, are prone to failure, as are the float moorings. Concentrations of fishing vessels may also be met in the vicinity of FADS.

In the waters of American Samoa, FADS consist of a catamaran float painted orange and white. The float displays a white daymark fitted with the letter designation of the device, and white flashing lights. Within the Commonwealth of the Northern Mariana Islands, FADS consist of orange colored floats displaying a numerical designator. Each is fitted with a quick flashing white light, and a radar reflector.
(DMAHTC/MCNN) 22/88

PUB 122 1 Ed 1982 LAST NM 22/88

Page 243—Lines 35–44/R; read:

1. In the approaches to Arica.– Charts 22005, 22221.
2. In the approaches to Iquique.– Charts 22005, 22221.
3. In the approaches to Antofagasta.– Charts 22005, 22221.
4. In the approaches to Quintero Bay.– Charts 22275, 22293.
5. In the approaches to Valparaiso. Charts 22275, 22293.
6. In the approaches to Concepcion.– Chart 22313.
7. In the approaches to San Vicente Bay.– Chart 22313.

(DMAHTC/MCNN) 41/88

PUB 122 1 Ed 1982 LAST NM 41/88

Page V/strike out.
Replace with new Page V from back of Section I.
(DMAHTC/MCNN) 44/89

PUB 122 1 Ed 1982 LAST NM 44/89

Page III—Line 4/R; insert after:

SPECIAL WARNINGS.—A Special Warning may be in force for the geographic area covered by this publication. Special Warnings are printed in the weekly Notice to Mariners upon promulgation and are reprinted annually in Notice to Mariners No. 1. A listing of Special Warnings currently in force is printed in each weekly Notice to Mariners, Section III, Broadcast Warnings, along with the notice number of promulgation. In force Special Warnings are also available on NAVINFONET.
(DMAHTC/MCNN) 37/90

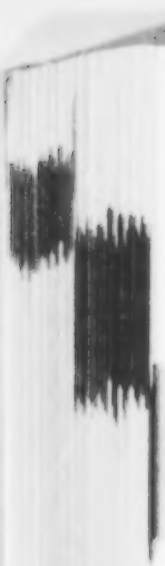
Page 182-184—Table/Replace with below:

NEW SOUTH WALES
RESTRICTED AND DANGER AREAS
WITH ASSOCIATED AIRSPACE

AREA	NAME	NATURE of ACTIVITY	TIMES of USE	AREA LIMITS: Bounded by lines joining positions stated, unless otherwise indicated	Chartlet No.
SR050	Broken Bay	Naval mine laying and sweeping	24 hours WPW NOTAM	(a) 33°34.6'S., 151°18.5'E. (b) 33°32.9'S., 151°18.7'E. (c) 33°32.9'S., 151°20.8'E. (d) 33°31.7'S., 151°24.2'E. (e) 33°31.2'S., 151°25.3'E. (f) 33°31.2'S., 151°32.4'E. (g) 33°37.6'S., 151°28'E. (h) 33°37.6'S., 151°20.5'E. (i) 33°35.1'S., 151°20.1'E. (j) 33°34.8'S., 151°19.7'E.	1
SR051	Jervis Bay	Naval mine laying and sweeping	24 hours WPW NOTAM	(a) 35°04.4'S., 150°41.8'E. (b) 35°00.5'S., 150°43.5'E. (c) 35°01.1'S., 150°46'E. (d) 35°04.9'S., 151°46.4'E. (e) 35°05.6'S., 151°48'E. (f) 35°05.8'S., 150°48.4'E. (g) 35°05.8'S., 150°55.2'E. (h) 35°10'S., 150°51.5'E.	2
AS/R452	Beecroft Head	Naval Bombardment	NOTAM	(a) 35°00'S., 150°44'E. (b) 35°01.4'S., 150°47.2'E. (c) 35°01.4'S., 150°50.4'E. (d) 34°59'S., 151°07'E. (e) 35°08.9'S., 151°07'E. (f) 35°05.5'S., 150°48.6'E. (g) 35°05.5'S., 150°47.2'E. (h) 35°06.1'S., 150°42.8'E. (i) 35°04.3'S., 150°42.1'E. (j) 35°02.3'S., 150°42.1'E.	2
AS/R453	Tasman Sea	Firing, bombing and radar tracking	(A) WPW NOTAM	Divided into fourteen areas as follows: R453A - 34°59'S., 150°42'E., thence minor arc of a circle of 9NM radius centered on Nowra Airport (34°57'S., 150°32.1'E. approx.) to 35°02.8'S., 150°40.5'E., 35°11.8'S., 150°53.5'E., thence minor arc of a circle of 23NM radio centered on Nowra Airport to 34°57'S., 151°00'E., 34°57'S., 150°50'E., thence minor arc of a circle of 15 NM radius centered on Nowra Airport to 35°00.5'S., 150°50'E.	1

(B) WPW NOTAM	R453B - 35°02.8'S., 150°40.5'E., thence minor arc of a circle of 9NM radius centered on Nowra Airport to 35°06'S., 150°33.2'E., 35°19.9'S., 150°35'E., thence minor arc of a circle of 23NM radius centered on Nowra Airport to 35°11.8'S., 150°53.5'E.	1
(C) WPW NOTAM	R453C - 34°57'S., 151°00'E., thence minor arc of a circle of 23NM radius centered on Nowra Airport to 35°04.9'S., 150°58.4'E., 35°13.4'S. 151°26.8'E., thence minor arc of a circle of 47.8NM radius centered on Nowra Airport to 34°57'S., 151°30.2'E.	1
(D) WPW NOTAM	R453D - 35°04.9'S., 150°58.4'E., thence minor arc of a circle of 23NM radius centered on Nowra Airport to 35°11.8'S., 150°53.5'E., 35°27.8'S., 151°16.8'E., thence minor arc of a circle of 47.8NM radius centered on Nowra Airport to 35°13.4'S., 151°26.8'E.	1
(E) WPW NOTAM	R453E - 35°11.8'S., 150°53.5'E., thence minor arc of a circle of 23NM radius centered on Nowra Airport to 35°17'S., 150°46.1'E., 35°38.5'S. 151°01.3'E., thence minor arc of a circle of 47.8NM radius centered on Nowra Airport to 35°27.8'S., 151°16.8'E.	1
(F) WPW NOTAM	R453F - 35°17'S., 150°46.1'E., thence minor arc of a circle of 23 NM radius centered on Nowra Airport to 35°19.9'S., 150°35'E., 35°44.6'S., 150°38.2'E., thence minor arc of a circle of 47.8HM radius centered on Nowra Airport to 35°38.5'S., 151°01.3'E.	1
(G) WPW NOTAM	R453G - 34°57'S., 151°30.2'E., thence minor arc of a circle of 47.8NM radius centered on Nowra Airport to 35°13.4'S., 151°26.8'E., 35°21.7'S., 151°54.6'E., thence minor arc of a circle of 72NM radius centered on Nowra Airport to 34°57'S., 151°59.7'E.	1
(H) WPW NOTAM	R453H - 35°13.4'S., 151°26.8'E. thence minor arc of a circle of 47.8NM radius centered on Nowra Airport to 35°27.8'S., 151°16.8'E., 35°43.4'S., 151°39.5'E., thence minor arc of a circle of 72NM radius centered on Nowra Airport to 35°21.7'S., 151°54.6'E.	1
(J) WPW NOTAM	R453J - 35°27.8'S., 151°16.8'E., thence minor arc of a circle of 47.8NM radius centered on Nowra Airport to 35°38.5'S., 151°01.3'E., 35°59.4'S., 151°16.2'E., thence minor arc of a circle of 72NM radius centered on Nowra Airport to 35°43.4'S., 151°39.5'E.	1

			(K) WPW NOTAM	R453K - 35°38.5'S., 151°01.3'E., thence minor arc of a circle of 47.8NM radius centered on Nowra Airport to 35°44.6'S., 150°38.2'E., 36°08.7'S., 150°41.3'E., thence minor arc of a circle of 72NM radius centered on Nowra Airport to 35°59.4'S., 151°16.2'E.	1
			(L) WPW NOTAM	R453L - 34°57'S., 151°59.7'E., thence minor arc of a circle of 72NM radius centered on Nowra Airport to 35°21.7'S., 151°54.6'E., 35°38.1'S., 152°49.8'E., thence minor arc of a circle of 120NM radius centered on Nowra Airport to 35°19'S., 152°56'E., 34°57'S., 152°26'E.	1
			(M) WPW NOTAM	R453M - 35°21.7'S., 151°54.6'E., thence minor arc of a circle of 72NM radius centered on Nowra Airport to 35°43.4'S., 151°39.5'E., 36°14.3'S., 152°24.8' E., thence minor arc of a circle of 120NM radius centered on Nowra Airport to 35°38.1'S., 152°49.8'E.	1
			(N) WPW NOTAM	R453N - 35°43.4'S., 151°39.5'E., thence minor arc of a circle of 72NM radius centered on Nowra Airport to 35°59.4'S., 151°16.2'E., 36°41.1'S., 151°45.9'E., thence minor arc of a circle of 120NM radius centered on Nowra Airport to 36°14.3'S., 152°24.8'E.	1
			(P) WPW NOTAM	R453P - 35°59.4'S., 151°16.2'E., thence minor arc of a circle of 72NM radius centered on Nowra Airport to 36°08.7'S., 150°41.3'E., 36°56.5'S., 150°47.5'E., thence minor arc of a circle of 120NM radius centered on Nowra Airport to 36°41.1'S., 151°45.9'E.	1
AS/R469	Botany Bay	Firing	Daytime WPW NOTAM	(a) 33°57.5'S., 151°15.7'E. along the coastline to (b) 33°57.9'S., 151°15.3'E. (c) 33°58.3'S., 151°15.7'E. (d) 33°58.7'S., 151°16.3'E. (e) 33°58'S., 151°16.6'E. (f) 33°57.7'S., 151°16.2'E., thence to (a).	1
AS/R487	Tasman Sea	Firing, bombing and radar tracking	WPW NOTAM	(a) 34°06'S., 151°20.5'E. (b) 34°06'S., 151°46'E. (c) 34°30'S., 151°46'E. (d) 34°30'S., 151°20.5'E.	1
AS/R488	Tasman Sea	Firing, bombing and radar tracking	WPW	(a) 33°42'S., 151°37'E. (b) 33°50'S., 151°37'E. (c) 33°46.5'S., 152.08'E. (d) 33°28.8'S., 152°08'E. (e) 33°28.8'S., 151°47'E.	1



AS/R499	Nowra	Firing, bombing and radar	(A) WPW NOTAM	Divided into two areas as follows: R499A - (a) 34°30'S., 151°08'E. (b) 34°30'S., 151°30'E. (c) 34°57.5'S., 151°30'E. (d) 34°57.5'S., 151°00'E. (e) 34°44'S., 151°00'E. (f) 34°40.5'S., 151°03'E.	1
			(B) WPW	R499B - (a) 34°30'S., 151°30'E. (b) 34°30'S., 151°55'E. (c) 34°35'S., 152°00'E. (d) 34°57.5'S., 152°00'E. (e) 34°57.5'S., 151°30'E.	1
AS/R585	Williamtown	(A) Air to air gunnery and missile firing	(A) WPW NOTAM	Divided into two areas as follows: R585A - (a) 33°09.1'S., 152°06'E., thence the minor arc of a circle of 25NM radius centered on Williamtown Aerodrome (32°48'S., 151°50'E.) to (b) 32°44.5'S., 152°19.5'E. (c) 32°36'S., 153°24.3' E., thence the minor arc of a circle of 80 NM radius centered on Williamtown Aerodrome to (d) 32°42.5'S., 153°25'E. (e) 33°20.5'S., 152°15'E., thence to (a).	3
		(B) Air to sea gunnery and bombing	(B) WPW NOTAM	R585B - (a) 33°20.5'S., 152°15'E., to (b) 32°42.5'S., 153°25'E. thence the minor arc of a circle of 80NM radius centered on Williamtown Aerodrome (32°48'S., 151°50'E.) to (c) 33°03'S., 153°23'E. (d) 33°17'S., 153°11'E., (e) 33°25'S., 152°18.7'E., thence to (a).	
	Stockton	Firing	Daytime WPW NOTAM	(a) 32°52.3'S., 151°49.3'E., along the coastline to (b) 32°52.8'S., 151°48.3'E. (c) 32°52.8'S., 151°48.9'E. (d) 32°52.8'S., 151°49.5'E. (e) 32°52.3'S., 151°49.5'E., thence to (a)	3
AB/R609	Evans Head	Bombing	WPW NOTAM	(a) 29°10'S., 153°27.5'E., thence the major arc of a circle of 3 NM radius centered on 29°11'S., 153°24'E. to (b) 29°14'S., 153°24'E., thence a straight line to (c) 29°10'S., 153°27.5'E.	3
AB/R611	Evans Head	Rocketry	Continuous	(a) 29°10.5'S., 153°22.5'E. (b) 29°17.5'S., 153°25'E. (c) 29°17'S., 153°27' E. (d) 29°15'S., 153°29.5'E. (e) 29°13'S., 153°30'E.	3
AB/R618A	Evans Head	Bombing	Continuous	(a) 29°26.5'S., 153°22'E. (b) 29°15'S., 153°03.5'E (c) 29°06'S., 153°05.7'E. (d) 28°57'S., 153°27.5'E. (e) 28°53.5'S., 153°44'E., thence the minor arc of a circle of 25 NM radius centered on 29°11.9'S., 153°23.7'E., to (f) 29°37'S., 153°20.5'E., thence N via the coastline to (a).	3

Evans Head	Air to air weapons firing	WPW NOTAM	(a) 29°56.4'S., 153°32.5'E. (b) 29°18.9'S., 153°23.1'E., (c) 29°22.5'S., 153°25.7'E. (d) 29°10.9'S., 153°37.8'E. (e) 28°55.1'S., 153°37.2'E.	3

(DMAHTC/MCNN) 40/90

Page 188—Chartlet/Strike out.
(DMAHTC/MCNN) 40/90

Page189—Chartlet/Strike out.
(DMAHTC/MCNN) 40/90

Page 190—Chartlet/Strike out.
(DMAHTC/MCNN) 40/90

Page 191—Chartlet/Strike out.
(DMAHTC/MCNN) 40/90

Page 192—Chartlet/Strike out.
(DMAHTC/MCNN) 40/90

Page 174—Lines 16-19/L; strike out.
(DMAHTC/MCNN) 42/90

Page 174—Lines 30-46/L; read:
Navigation Lights.—Submarines have their masthead lights and sidelights placed well forward and very low over the water in proportion to the length and tonnage of these vessels. In particular, some submarines can only show a forward masthead light in calm confined waters and in other submarines the forward masthead light may be lower than the sidelights. In addition, the main masthead light may be well forward of the mid-point of the submarine's length.

Sternlights are placed very low, and may at times be partially obscured by spray and wash. In some cases the stern light will be well forward of the after-part of the submarine and, therefore, will not give a true indication of the submarine's length. They are invariably lower than the sidelights.
(DMAHTC/MCNN) 42/90

Page 174—Line 54/L; read:
than 50m (164 ft.) in length.
(DMAHTC/MCNN) 42/90

Page 174—Line 6/R; read:
about 1 to 2m (3 to 6 ft.) above the masthead light. This
(DMAHTC/MCNN) 42/90

Page 174—Lines 12-16/R; read:
The characteristic of the amber identification light is quick flashing three (morse S) every six seconds - Q(3)Y.6s.
(DMAHTC/MCNN) 42/90

Page 175—Lines 5-6/L; read:
quickest available means to the Federal Sea Safety Center, Canberra, the Navy or police.
(DMAHTC/MCNN) 42/90

Page 175—Line 17/L; read:
marines by 400m (218 fm) lengths
(DMAHTC/MCNN) 42/90

It should be noted that, in certain circumstances, conditions may not deteriorate through a lack of air supply until a time after the accident of several days. However, if the submarine is badly damaged, survivors may have to make an escape attempt immediately.
(DMAHTC/MCNN) 42/90

Page 175—Line 36/R; insert after:
f. To notify appropriate authorities.
(DMAHTC/MCNN) 42/90

Page 176—Lines 27-28/L; read:
Ships hearing this signal should report to Federal Sea Safety Center, Canberra, or the
(DMAHTC/MCNN) 42/90

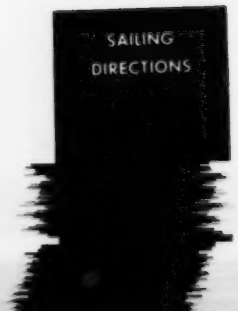
Page 180—Lines 7-16/L; read:
Warnings

Warnings are promulgated as either Weapons Practice Warnings (WPW) originated by the RAN or Notices to Airmen (NOTAM) originated by the RAN and RAAF.

Visual warnings will be used as follows:

Shore Batteries.— If the artillery practice is to take place in the vicinity of a port, the Regional Controller, Department of Transport and Communications, or the local authority concerned will arrange
(DMAHTC/MCNN) 42/90

Page 180—Line 4/R; read:
0.3m (1 ft.) squares on the foredeck or cabin roof.
(DMAHTC/MCNN) 42/90



Page 185—Table/Replace with below:

VICTORIA AND TASMANIA
RESTRICTED AND DANGER AREAS
WITH ASSOCIATED AIRSPACE

Area	Name	Nature of Activity	Times of Use	Area limits: bounded by lines joining positions stated unless indicated	Chartlet
R030	Pyramid Rock	Live Torpedo firing range	WPW	A circle of 10 nautical miles radius centered on 39°49'S., 147°15'E.	12
AM/R312	Western Port	(A) Military flying	0930-1500 local time Mon-Fri., except public holidays or by WPW, NOTAM	Divided into two areas as follows: R312A-38°30.5'S, 144°08.5'E; 38°44.03'S, 145°08.5'E., thence the minor arc of a circle of 16 NM radius (centered on 38°29'S., 145°01.5'E) to 38°32.5'S., 144°41.5'E; 38°29.9'S., 144°55.2'E.; thence a minor arc of a circle of 5 NM radius (centered on 38°29'S., 145°01.5'E.) to 38°32.9'S., 145°05.5'E.	12
		(B) Gunnery	WPW NOTAM	R312B - 38°31.5'S., 144°46.7'E; 38°29'S., 145°01.5'E., 38°41.0'S., 145°01.3'E., thence a minor arc of a circle of 12 NM radius (centered on 38°29'S., 145°01.5'E.) to 38°31.5'S., 144°47'E.	12
AM/R324	Point Grant	Military flying	WPW	(a) 38°38'S., 144°41'E; (b) 38°36.5'S., 144°43'E., thence a minor arc of a circle of 16 NM radius centered on 38°29'S., 145°01.5'E., to (c) 38°45'S., 145°04.5'E; (d) 38°49.5'S., 144°56.5'E.	
AM/R327	Swan Island	Explosives	Continuous	A circle of 1.5 NM radius centered on 38°15'S., 144°40.5'E.	12
AM/R328	Point Nepean	Small arms firing, artillery firing	Continuous WPW NOTAM	(a) 38°20'S., 144°42'E., (b) 38°19'S., 144°40.5'E., (c) 38°18'S., 144°38.5'E., thence a minor arc of a circle of 1.75 NM radius centered on 38°19'S., 144°40.5'E. to (a)	12
AM/R330	Hanns Inlet	Flare firing	1300-1500 local time Tues. & Thurs.	A circle of 1 nautical mile radius centered on 38°22.5'S., 145°11.5'E.	12
	Port Phillip Bay	Firing	continuous	From (a) 37°51.7S., 144°52.2E. in a direction 206°30'—1400m, thence 189°30'—1820m, thence 099°30'—1820m, thence 009°30' — 1870m, to 37°52.1'S., 144°52.9'E., thence along the coastline to (a)	12

pages tightly bound

PUB 122 (Continued)

	Point Cook	Small arms practice	WPW NOTAM	(a) 37°56.3'S., 144°44.4'E. (b) 37°56.4'S., 144°44.3'E. (c) 37°56.9'S., 144°44.1'E. (d) 37°57.6'S., 144°44'E. (e) 37°57.7'S., 144°44.5'E., (f) 37°56.9'S., 144°44.7'E. (g) 37°56.4'S., 144°44.6'E. (h) 37°56.3'S., 144°44.6'E.	12
AM/R338	Cape Schanck	Gunnery and military flying	WPW NOTAM	(a) 38°38' S., 144°41' E. (b) 38°49.5'S., 144°56.5'E. (c) 39°02' S., 144°34' E. (d) 38°51' S., 144°21' E.	12
AM/R369	Stony Head	Artillery firing	WPW NOTAM	(a) 40°56.5'S., 146°54'E. (b) 41°06.5'S., 146°59'E. (c) 41°06.5'S., 147°05.5' E. (d) 40°56.5'S., 147°05.5'E.	12
AM/R375	South Bruny Island	Surface and air firing	WPW NOTAM	(a) 43°40.5'S., 147°10'E. (b) 43°40'S., 147°40'E. (c) 44°10'S., 147°40'E. (d) 44°10'S., 147°10'E.	12
AM/R378	Pyramid Rock	RAAF bombing, Naval surface-to-surface gunnery	WPW NOTAM	A circle of 6 nautical mile radius centered on 39°49'S., 147°15'E.	12
	Devil's Tower	Air to surface weapons firing	WPW NOTAM	A circle of 3 nautical mile radius centered on 39°22.6'S., 146°44.5'E.	12

Page 186-187—Tables/Replace with below:

QUEENSLAND
RESTRICTED AND DANGER AREAS
WITH ASSOCIATED AIRSPACE

Area	Name	Nature of Activity	Times of Use	Area limits: bounded by lines joining positions stated unless indicated	Chartlet No.
AB/R676	Cape Moreton	Naval gunnery	WPW NOTAM	(a) 26°48'S., 153°30E. (b) 26°52'S., 153°40'E. (c) 27°01'S., 153°36'E. (d) 26°57'S., 153°25'E.	4
AB/R681	Cape Clinton	Gunnery and weapons range	WPW NOTAM	(a) 22°23.7'S., 150°26.2'E. (b) 22°19'S., 150°33'E. (c) 22°19'S., 150°49'E. (d) 22°41'S., 150°50.5'E.	5

B 122 (Continued)

B/R682	Akens Island	Firing	WPW NOTAM	(a) 22°18.7'S., 150°11'E. (b) 22°17'S., 150°12'E. (c) 22°15'S., 150°20'E. (d) 22°12.5'S., 150°33.6'E. (e) 22°15.1'S., 150°23.7'E. (f) 22°17.9'S., 150°23.2'E (g) 22°23.9'S., 150°27'E. (h) 22°23.7'S., 150°26.2'E. (i) 22°30.5'S., 150°27'E. thence N along coastline to (a)	5
B/R683	Waters	Weapons range	NOTAM	(a) 22°41'S., 150°50.5'E. (b) 22°30.5'S., 150°27'E., thence N along the coastline to (c) 22°18.7'S., 150°11.E. (d) 21°53'S., 150°11.5'E., thence the major arc of a circle of 30 NM radius centered on 22°16'S., 150°33'E. to (a).	5
B/R684	Rasberry Creek	Firing	Continuous NOTAM	(a) 22°18.7'S., 150°11'E. (b) 22°27.5'S., 150°05.5'E. (c) 22°38'S., 150°05.5'E. (d) 22°44.5'S., 150°08.5'E. (e) 22°51.5'S., 150°13.5'E. (f) 22°54.1'S., 150°27'E., (i) 22°30.5'S., 150°27'E., thence N along coastline to (a).	5
B/R685	Mount Hummock	Firing	Continuous NOTAM	(a) 22°30.5'S., 150°27'E. (b) 22°54.1'S., 150°27'E. (c) 22°54'S., 150°36'E. (d) 22°50'S., 150°37'E. (e) 22°45'S., 150°38'E. (f) 22°46.5'S., 150°48.3'E. (g) 22°41'S., 150°50'E.,	5
B/R686	Shoalwater Bay	Weapons range	WPW NOTAM	A circle of 30 nautical miles radius centered on 22°16'S., 150°33'E. (Raynham Island).	5
B/R693	Hervey Bay	Naval gunnery	WPW NOTAM	(a) 24°11'S., 152°31'E. (b) 24°28'S., 152°58'E. (c) 24°41'S., 152°34'E. (d) 24°24'S., 152°08'E.	4
B/R694	Townshend Island	Gunnery practice	WPW NOTAM	(a) 22°06'S., 150°30'E. (b) 22°06'S., 150°45'E. (c) 22°19'S., 150°49'E. (d) 22°19'S., 150°33'E. (e) 22°24.3'S., 150°28'E. (f) 22°23.7'S., 150°26.2'E. (g) 22°17.9'S., 150°23.2'E. (h) 22°15.1'S., 150°23.7'E.	5
B/R724	Saumarez Reef	Bombing	Daylight WPW NOTAM	A circle of 5 nautical miles centered on 21°51.3'S., 153°38.8'E.	4

AB/R750	Halifax Bay	Air gunnery and bombing	WPW NOTAM	(a) 18°48.8'S., 146°51.3'E. (b) 19°08'S., 146°47'E. (c) 19°09'S., 146°38.5'E. (d) 19°01.5'S., 146°28'E. (e) 18°55.7'S., 146°23.7'E., thence along a line being the circumference of a minor arc of a circle of 29 NM radius centered on position 19°17'S., 146°44.5'E. to (a).	6
AB/R769	Cairns	Surface and AA firing	WPW NOTAM	(a) 17°08'S., 146°07'E. (b) 17°17'S., 146°23'E. (c) 17°22'S., 146°25'E. (d) 17°24'S., 146°09'E.	7
AB/R777	Cairns	Surface and AA firing	WPW NOTAM	(a) 16°30'S., 146°15'E. (b) 16°30'S., 146°33'E. (c) 16°41.5'S., 146°33'E. (d) 16°41.5'S., 146°15'E.	7
AB/R780	Townsville	Firing	WPW NOTAM	(a) 17°20'S., 147°30'E. (b) 19°00'S., 147°30'E. (c) 19°00'S., 148°25'E., (d) 17°20'S., 148°25'E.	6
AB/R782	Lizard Island	Surface and AA firing	WPW NOTAM	(a) 14°28'S., 145°22'E. (b) 14°34'S., 145°26'E. (c) 14°40'S., 145°18'E. (d) 14°33'S., 145°14'E.	7
AB/R784	Cowley Beach	Firing	WPW NOTAM	R784A - (a) 17°40'S., 146°03.5'E. (b) 17°33'S., 146°11'E., thence the minor arc of a circle 10 $\frac{1}{2}$ nautical miles radius centered on 17°40'S., 146°03 5'E. to (c) 17°47.5'S., 146°11'E., thence to (a).	6
			WPW	R784B - (a) 17°33'S., 146°11'E. (b) 17°26'S., 146°18.5'E., thence the minor arc of a circle of 20 nautical miles radius centered on 17°40'S., 146°03.5'E. to (c) 17°54'S., 146°18.5'E. (d) 17°47.5'S., 146°11'E., thence the minor arc of a circle of 10 $\frac{1}{2}$ nautical miles radius centered on 17°40'S., 146°03.5'E. to (a).	6

(DMAHTC/MCNN) 43/90

Page 193—Chartlet/Strike out.
(DMAHTC/MCNN) 43/90

Page 194—Chartlet/Strike out.
(DMAHTC/MCNN) 43/90

Page 195—Chartlet/Strike out.
(DMAHTC/MCNN) 43/90

Page 196—Chartlet/Strike out.
(DMAHTC/MCNN) 43/90

Page 197—Chartlet/Strike out.
(DMAHTC/MCNN) 43/90

Page 176—Line 33/L; read:
MHz for assistance in location by aircraft fitted with
(Aus Ann 1990) 44/90

Page 177—Line 10/L; read:
The masthead and sidelights of submarines are
(NZ Ann 1990) 44/90

Page 177—Lines 13-16/L; read:
vessels. In particular, the forward masthead light may be lower than the sidelights and the main masthead light may be well forward of the midpoint of the submarine's length. Sternlights
(NZ Ann 1990) 44/90

Page 177—Line 36/L; read:
ed about 1 to 2m (3 to 6 ft.) above the main masthead light
(NZ Ann 1990) 44/90

Page 178—Line 19/L; read:
It should be noted that, in certain circumstances, conditions inside the submarine may not deteriorate to the point of forcing escape due to lack of air for several days. However, if the submarine is badly damaged, survivors may have to make an escape attempt immediately. Any ship finding a moored submarine indicator
(NZ Ann 1990) 44/90

Page 179—Line 8/L; read:
243 MHz for assistance in location by aircraft fitted
(NZ Ann 1990) 44/90

Page 181—Lines 28-35/R; read:
d. In addition to (a) above, for all firings in the New Zealand area, whether in prescribed areas or not, firing warnings are to be passed on W/T (500 kHz) and R/T (2182 kHz and VHF Channel 16) 5 minutes prior to the commencement of live firing, every 30 minutes thereafter, and immediately on completion of firings.
(NZ Ann 1990) 45/90

Page 199/Strike out.
Replace with new page from back of Section I.
(NZ Ann 1990) 47/90

Page 200/Strike out.
Replace with new page from back of Section I.
(NZ Ann 1990) 47/90

Page 201/Strike out.
Replace with new page from back of Section I.
(NZ Ann 1990) 47/90

Page 188/strike out.
Replace with new page 188 from back of Section I.
(Aus Ann 1990) 49/90

Page 189/strike out.
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(Aus Ann 1990) 49/90

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(Aus Ann 1990) 49/90

Page 191/strike out.
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(Aus Ann 1990) 49/90

Page 192/strike out.
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(Aus Ann 1990) 49/90

Page 193/strike out.
Replace with new page 193 from back of Section I.
(Aus Ann 1990) 49/90

Page 194/strike out.
Replace with new page 194 from back of Section I.
(Aus Ann 1990) 49/90

PUB 122 (continued)

Page 197/strike out.
Replace with new page 197 from back of Section I.
(Aus Ann 1990) 49/90

Page 204/strike out.
Replace with new page 204 from back of Section I.
(NZ Ann 1990) 49/90

Page 205/strike out.
Replace with new page 205 from back of Section I.
(NZ Ann 1990) 49/90

PUB 122 1 Ed 1982 LAST NM 49/90

Pages 182-184—Table (See NM 40/90)
Strike out Area AS/R487.
(44(619)90 Sydney) 52/90

Page 185—Table (See NM 43/90)
Strike out Area SR030.
(44(619)90 Sydney) 52/90

Page 185—Table (See NM 43/90)
Strike out Area AM/R378.
(44(619)90 Sydney) 52/90

Page 219—Line 37/L; insert after:
a. Pyramid Rock.— The area within a circle of 1 mile radius with center 39°49'S., 147°15'E.
(44(619)90 Sydney) 52/90

Page 182-184—Table/Replace with below:
(See NM 40/90)

NEW SOUTH WALES
RESTRICTED AND DANGER AREAS
WITH ASSOCIATED AIRSPACE

Area	Name	Nature of Activity	Times of Use	Area limits: bounded by lines joining positions stated unless indicated	Chartlet No.
SR050	Broken Bay	Naval mine laying and sweeping	24 hours	(a) 33°34.6'S., 151°18.5'E. (b) 33°32.9'S., 151°18.7'E. (c) 33°32.9'S., 151°20.8'E. (d) 33°31.7'S., 151°24.2'E. (e) 33°31.2'S., 151°25.3'E. (f) 33°31.2'S., 151°32.4'E. (g) 33°37.6'S., 151°28'E. (h) 33°37.6'S., 151°20.5'E. (i) 33°35.1'S., 151°20.1'E. (j) 33°34.8'S., 151°19.7'E.	1
SR051	Jervis Bay	Naval mine laying and sweeping	24 hours	(a) 35°04.4'S., 150°41.8'E. (b) 35°00.5'S., 150°43.5'E. (c) 35°01.1'S., 150°46'E. (d) 35°04.9'S., 151°46.4'E. (e) 35°05.6'S., 151°48'E. (f) 35°05.8'S., 150°48.4'E. (g) 35°05.8'S., 150°55.2'E. (h) 35°10'S., 150°51.5'E.	2
AS/R452	Beecroft Head	Naval Bombardment	WPW NOTAM	(a) 35°00'S., 150°44'E. (b) 35°01.4'S., 150°47.2'E. (c) 35°01.4'S., 150°50.4'E. (d) 34°59'S., 151°07'E. (e) 35°08.9'S., 151°07'E. (f) 35°05.5'S., 150°48.6'E. (g) 35°05.5'S., 150°47.2'E. (h) 35°06.1'S., 150°42.8'E. (i) 35°04.3'S., 150°42.1'E. (j) 35°02.3'S., 150°42.1'E.	2
AS/R453	Tasman Sea	Firing, bombing and radar tracking	(A) WPW NOTAM	Divided into fourteen areas as follows: R453A - 34°59'S., 150°42'E., thence minor arc of a circle of 9NM radius centered on Nowra Airport (34°57'S., 150°32.1'E. approx.) to 35°02.8'S., 150°40.5'E., 35°11.8'S., 150°53.5'E., thence minor arc of a circle of 23NM radius centered on Nowra Airport to 34°57'S., 151°00'E., 34°57'S., 150°50'E., thence minor arc of a circle of 15 NM radius centered on Nowra Airport to 35°00.5'S., 150°50'E.	1

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(B) WPW NOTAM	R453B - 35°02.8'S., 150°40.5'E., thence minor arc of a circle of 9NM radius centered on Nowra Airport to 35°06'S., 150°33.2'E., 35°19.9'S., 150°35'E., thence minor arc of a circle of 23NM radius centered on Nowra Airport to 35°11.8'S., 150°53.5'E.	1
(C) WPW NOTAM	R453C - 34°57'S., 151°00'E., thence minor arc of a circle of 23NM radius centered on Nowra Airport to 35°04.9'S., 150°58.4'E., 35°13.4'S., 151°26.8'E., thence minor arc of a circle of 47.8NM radius centered on Nowra Airport to 34°57'S., 151°30.2'E.	1
(D) WPW NOTAM	R453D - 35°04.9'S., 150°58.4'E., thence minor arc of a circle of 23NM radius centered on Nowra Airport to 35°11.8'S., 150°53.5'E., 35°27.8'S., 151°16.8'E., thence minor arc of a circle of 47.8NM radius centered on Nowra Airport to 35°13.4'S., 151°26.8'E.	1
(E) WPW NOTAM	R453E - 35°11.8'S., 150°53.5'E., thence minor arc of a circle of 23NM radius centered on Nowra Airport to 35°17'S., 150°46.1'E., 35°38.5'S., 151°01.3'E., thence minor arc of a circle of 47.8NM radius centered on Nowra Airport to 35°27.8'S., 151°16.8'E.	1
(F) WPW NOTAM	R453F - 35°17'S., 150°46.1'E., thence minor arc of a circle of 23NM radius centered on Nowra Airport to 35°19.9'S., 150°35'E., 35°44.6'S., 150°38.2'E., thence minor arc of a circle of 47.8NM radius centered on Nowra Airport to 35°38.5'S., 151°01.3'E.	1
(G) WPW NOTAM	R453G - 34°57'S., 151°30.2'E., thence minor arc of a circle of 47.8NM radius centered on Nowra Airport to 35°13.4'S., 151°26.8'E., 35°21.7'S., 151°54.6'E., thence minor arc of a circle of 72NM radius centered on Nowra Airport to 34°57'S., 151°59.7'E.	1
(H) WPW NOTAM	R453H - 35°13.4'S., 151°26.8'E., thence minor arc of a circle of 47.8NM radius centered on Nowra Airport to 35°27.8'S., 151°16.8'E., 35°43.4'S., 151°39.5'E., thence minor arc of a circle of 72NM radius centered on Nowra Airport to 35°21.7'S., 151°54.6'E.	1
(J) WPW NOTAM	R453J - 35°27.8'S., 151°16.8'E., thence minor arc of a circle of 47.8NM radius centered on Nowra Airport to 35°38.5'S., 151°01.3'E., 35°59.4'S., 151°16.2'E., thence minor arc of a circle of 72NM radius centered on Nowra Airport to 35°43.4'S., 151°39.5'E.	1

			(K) WPW NOTAM	R453K - 35°38.5'S., 151°01.3'E., thence minor arc of a circle of 47.8NM radius centered on Nowra Airport to 35°44.6'S., 150°38.2'E., 36°08.7'S., 150°41.3'E., thence minor arc of a circle of 72NM radius centered on Nowra Airport to 35°59.4'S., 151°16.2'E.	1
			(L) WPW NOTAM	R453L - 34°57'S., 151°59.7'E., thence minor arc of a circle of 72NM radius centered on Nowra Airport to 35°21.7'S., 151°54.6'E., 35°38.1'S., 152°49.8'E., thence minor arc of a circle of 120NM radius centered on Nowra Airport to 35°19'S., 152°56'E., 34°57'S., 152°26'E.	1
			(M) WPW NOTAM	R453M - 35°21.7'S., 151°54.6'E., thence minor arc of a circle of 72NM radius centered on Nowra Airport to 35°43.4'S., 151°39.5'E., 36°14.3'S., 152°24.8' E., thence minor arc of a circle of 120NM radius centered on Nowra Airport to 35°38.1'S., 152°49.8'E.	1
			(N) WPW NOTAM	R453N - 35°43.4'S., 151°39.5'E., thence minor arc of a circle of 72NM radius centered on Nowra Airport to 35°59.4'S., 151°16.2'E., 36°41.1'S., 151°45.9'E., thence minor arc of a circle of 120NM radius centered on Nowra Airport to 36°14.3'S., 152°24.8'E.	1
			(P) WPW NOTAM	R453P - 35°59.4'S., 151°16.2'E., thence minor arc of a circle of 72NM radius centered on Nowra Airport to 36°08.7'S., 150°41.3'E., 36°56.5'S., 150°47.5'E., thence minor arc of a circle of 120NM radius centered on Nowra Airport to 36°41.1'S., 151°45.9'E.	1
S/R488	Tasman Sea	Firing, bombing and radar tracking	WPW NOTAM	(a) 33°42'S., 151°37'E. (b) 33°50'S., 151°37'E. (c) 33°46.5'S., 152°08'E. (d) 33°28.8'S., 152°08'E. (e) 33°28.8'S., 151°47'E.	1
S/R499	Nowra	Firing, bombing and radar	(A) WPW NOTAM	Divided into two areas as follows: R499A - (a) 34°30'S., 151°08'E. (b) 34°30'S., 151°30'E. (c) 34°57.5'S., 151°30'E. (d) 34°57.5'S., 151°00'E. (e) 34°44'S., 151°00'E. (f) 34°40.5'S., 151°03'E.	1
			(B) WPW	R499B - (a) 34°30'S., 151°30'E. (b) 34°30'S., 151°55'E. (c) 34°35'S., 152°00'E. (d) 34°57.5'S., 152°00'E. (e) 34°57.5'S., 151°30'E.	1

AS/R585	Williamtown	(A) Air to air gunnery and missile firing	(A) WPW NOTAM	Divided into two areas as follows: R585A - (a) 33°09.1'S., 152°06'E., thence the minor arc of a circle of 25NM radius centered on Williamtown Aerodrome (32°48'S., 151°50'E.) to (b) 32°44.5'S., 152°19.5'E. (c) 32°36'S., 153°24.3' E., thence the minor arc of a circle of 80NM radius centered on Williamtown Aerodrome to (d) 32°42.5'S., 153°25'E. (e) 33°20.5'S., 152°15'E., thence to (a).	3
	gunnery and	(B) Air to sea NOTAM bombing	(B) WPW	R585B - (a) 33°20.5'S., 152°15'E., to (b) 32°42.5'S., 153°25'E., thence the minor arc of a circle of 80NM radius centered on Williamtown Aerodrome (32°48'S., 151°50'E.) to (c) 33°03'S., 153°23'E. (d) 33°17'S., 153°11'E., (e) 33°25'S., 152°18.7'E., thence to (a).	
	Stockton	Firing	Daytime WPW NOTAM	(a) 32°52.3'S., 151°49.3'E., along the coastline to (b) 32°52.8'S., 151°48.3'E. (c) 32°52.8'S., 151°48.9'E. (d) 32°52.8'S., 151°49.5'E. (e) 32°52.3'S., 151°49.5'E., thence to (a).	3
AB/R609	Evans Head	Bombing	WPW NOTAM	(a) 29°10'S., 153°27.5'E., thence the major arc of a circle of 3NM radius centered on 29°11'S., 153°24'E. to (b) 29°14'S., 153°24'E., thence a straight line to (c) 29°10'S., 153°27.5'E.	3
AB/R611	Evans Head	Rocketry	Continuous	(a) 29°10.5'S., 153°22.5'E. (b) 29°17.5'S., 153°25'E. (c) 29°17'S., 153°27' E. (d) 29°15'S., 153°29.5'E. (e) 29°13'S., 153°30'E.	3
AB/R618A	Evans Head	Bombing	Continuous	(a) 29°26.5'S., 153°22'E. (b) 29°15'S., 153°03.5'E (c) 29°06'S., 153°05.7'E. (d) 28°57'S., 153°27.5'E. (e) 28°53.5'S., 153°44'E., thence the minor arc of a circle of 25NM radius centered on 29°11.9'S., 153°23.7'E., to (f) 29°37'S., 153°20.5'E., thence N via the coastline to (a).	3
AB/R618B	Evans Head	Bombing NOTAM	Continuous	(a) 28°53'.50S, 153°44'E., thence the minor arc of a circle of 25NM radius centered on 29°11.85'S., 153°23.73'E. to (b) 29°37'S., 153°20.50'E., thence N via the coastline to (c) 28°56'S., 153°32.50'E.	3

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Page 185—Table/Replace with below:
(See NM 43/90)

VICTORIA AND TASMANIA
RESTRICTED AND DANGER AREAS
WITH ASSOCIATED AIRSPACE

	Name	Nature of Activity	Times of Use	Area limits: bounded by lines joining positions stated unless indicated	Chartlet No.
R312	Western Port	(A) Military flying	0930-1500 local time Mon-Fri., except public holidays or by WPW, NOTAM	Divided into two areas as follows: R312A-38°30.5'S, 144°08.5'E; 38°44.03'S, 145°08.5'E., thence the minor arc of a circle of 16 NM radius (centered on 38°29'S., 145°01.5'E) to 38°32.5'S., 144°41.5'E; 38°29.9'S., 144°55.2'E.; thence a minor arc of a circle of 5 NM radius (centered on 38°29'S., 145°01.5'E.) to 38°32.9'S., 145°05.5'E.	12
		(B) Gunnery	WPW NOTAM	R312B - 38°31.5'S., 144°46.7'E; 38°29'S., 145°01.5'E., 38°41.0'S., 145°01.3'E., thence a minor arc of a circle of 12 NM radius (centered on 38°29'S., 145°01.5'E.) to 38°31.5'S., 144°47'E.	12
I/R324	Point Grant	Military flying	WPW	(a) 38°38'S., 144°41'E; (b) 38°36.5'S., 144°43'E., thence a minor arc of a circle of 16 NM radius centered on 38°29'S., 145°01.5'E., to (c) 38°45'S., 145°04.5'E; (d) 38°49.5'S., 144°56.5'E.	
I/R327	Swan Island	Explosives	Continuous	A circle of 1.5 NM radius centered on 38°15'S., 144°40.5'E.	12
I/R328	Point Nepean	Small arms firing, artillery firing	Continuous WPW NOTAM	(a) 38°20'S., 144°42'E., (b) 38°19'S., 144°40.5'E., (c) 38°18'S., 144°38.5'E., thence a minor arc of a circle of 1.75 NM radius centered on 38°19'S., 144°40.5'E. to (a)	12
I/R330	Hanns Inlet	Flare firing	1300-1500 local time Tues. & Thurs.	A circle of 1 nautical mile radius centered on 38°22.5'S., 145°11.5'E.	12
	Port Phillip Bay	Firing	Continuous	From (a) 37°51.7'S., 144°52.2'E. in a direction 206°30'—1400m, thence 189°30'—1820m, thence 099°30'—1820m, thence 009°30' — 1870m, to 37°52.1'S., 144°52.9'E., thence along the coastline to (a).	12
	Point Cook	Small arms practice	WPW NOTAM	(a) 37°56.3'S., 144°44.4'E. (b) 37°56.4'S., 144°44.3'E. (c) 37°56.9'S., 144°44.1'E. (d) 37°57.6'S., 144°44'E. (e) 37°57.7'S., 144°44.5'E. (f) 37°56.9'S., 144°44.7'E. (g) 37°56.4'S., 144°44.6'E. (h) 37°56.3'S., 144°44.6'E.	12
M/R338	Cape Schanck	Gunnery and military flying	WPW NOTAM	(a) 38°38' S., 144°41' E. (b) 38°49.5'S., 144°56.5'E. (c) 39°02' S., 144°34' E. (d) 38°51' S., 144°21' E.	12

AM/R369	Stony Head	Artillery firing	WPW NOTAM	(a) 40°56.5'S., 146°54'E. (b) 41°06.5'S., 146°59'E. (c) 41°06.5'S., 147°05.5'E. (d) 40°56.5'S., 147°05.5'E.	12
AM/R375	South Bruny Island	Surface and air firing	WPW NOTAM	(a) 43°40.5'S., 147°10'E. (b) 43°40'S., 147°40'E. (c) 44°10'S., 147°40'E. (d) 44°10'S., 147°10'E.	12

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Page 186-187—Tables/Replace with below:
(See NM 43/90)

QUEENSLAND
RESTRICTED AND DANGER AREAS WITH ASSOCIATED AIRSPACE

Area	Name	Nature of Activity	Times of Use	Area limits: bounded by lines joining positions stated unless indicated	Chartlet No.
AB/R676	Cape Moreton	Naval gunnery	WPW NOTAM	(a) 26°48'S., 153°30'E. (b) 26°52'S., 153°40'E. (c) 27°01'S., 153°36'E. (d) 26°57'S., 153°25'E.	4
AB/R681	Cape Clinton	Gunnery and weapons range	WPW NOTAM	(a) 22°23.7'S., 150°26.2'E. (b) 22°19'S., 150°33'E. (c) 22°19'S., 150°49'E. (d) 22°41'S., 150°50.5'E.	5
AB/R682	Akens Island	Firing	WPW NOTAM	(a) 22°18.7'S., 150°11'E. (b) 22°17'S., 150°12'E. (c) 22°15'S., 150°20'E. (d) 22°12.5'S., 150°33.6'E. (e) 22°15.1'S., 150°23.7'E. (f) 22°17.9'S., 150°23.2'E. (g) 22°23.9'S., 150°27'E. (h) 22°23.7'S., 150°26.2'E. (i) 22°30.5'S., 150°27'E. thence N along coastline to (a).	5
AB/R683	Waters	Weapons range	WPW NOTAM	(a) 22°41'S., 150°50.5'E. (b) 22°30.5'S., 150°27'E., thence N along the coastline to (c) 22°18.7'S., 150°11'E. (d) 21°53'S., 150°11.5'E., thence the major arc of a circle of 30 NM radius centered on 22°16'S., 150°33'E. to (a).	5
AB/R684	Rasberry Creek	Firing	Continuous NOTAM	(a) 22°18.7'S., 150°11'E. (b) 22°27.5'S., 150°05.5'E. (c) 22°38'S., 150°05.5'E. (d) 22°44.5'S., 150°08.5'E. (e) 22°51.5'S., 150°13.5'E. (f) 22°54.1'S., 150°27'E. (g) 22°30.5'S., 150°27'E., thence N along coastline to (a).	5

AB/R685	Mount Hummock	Firing	Continuous NOTAM	(a) 22°30.5'S., 150°27'E. (b) 22°54.1'S., 150°27'E. (c) 22°54'S., 150°36'E. (d) 22°50'S., 150°37'E. (e) 22°45'S., 150°38'E. (f) 22°46.5'S., 150°48.3'E. (g) 22°41'S., 150°50'E.	5
AB/R686	Shoalwater Bay	Weapons range	WPW NOTAM	A circle of 30 nautical miles radius centered on 22°16'S., 150°33'E. (Raynham Island).	5
AB/R693	Hervey Bay	Naval gunnery	WPW NOTAM	(a) 24°11'S., 152°31'E. (b) 24°28'S., 152°58'E. (c) 24°41'S., 152°34'E. (d) 24°24'S., 152°08'E.	4
AB/R694	Townshend Island	Gunnery practice	WPW NOTAM	(a) 22°06'S., 150°30'E. (b) 22°06'S., 150°45'E. (c) 22°19'S., 150°49'E. (d) 22°19'S., 150°33'E. (e) 22°24.3'S., 150°28'E. (f) 22°23.7'S., 150°26.2'E. (g) 22°17.9'S., 150°23.2'E. (h) 22°15.1'S., 150°23.7'E.	5
AB/R724	Saumarez Reef	Bombing	Daylight WPW NOTAM	A circle of 5 nautical miles centered on 21°51.3'S., 153°38.8'E.	4
AB/R750	Halifax Bay	Air gunnery and bombing	WPW NOTAM	(a) 18°48.8'S., 146°51.3'E. (b) 19°08'S., 146°47'E. (c) 19°09'S., 146°38.5'E. (d) 19°01.5'S., 146°28'E. (e) 18°55.7'S., 146°23.7'E., thence along a line being the circumference of a minor arc of a circle of 29 NM radius centered on position 19°17'S., 146°44.5'E. to (a).	6
AB/R769	Cairns	Surface and AA firing	WPW NOTAM	(a) 17°08'S., 146°07'E. (b) 17°07'S., 146°23'E. (c) 17°22'S., 146°25'E. (d) 17°24'S., 146°09'E.	7
AB/R777	Cairns	Surface and AA firing	WPW NOTAM	(a) 16°30'S., 146°15'E. (b) 16°30'S., 146°33'E. (c) 16°41.5'S., 146°33'E. (d) 16°41.5'S., 146°15'E.	7
AB/R780	Townsville	Firing	WPW NOTAM	(a) 17°20'S., 147°30'E. (b) 19°00'S., 147°30'E. (c) 19°00'S., 148°25'E. (d) 17°20'S., 148°25'E.	6
AB/R782	Lizard Island	Surface and AA firing	WPW NOTAM	(a) 14°28'S., 145°22'E. (b) 14°34'S., 145°26'E. (c) 14°40'S., 145°18'E. (d) 14°33'S., 145°14'E.	7

AB/R784	Cowley Beach	Firing	WPW NOTAM	R784A - (a) 17°40'S., 146°03.5'E. (b) 17°33'S., 146°11'E., thence the minor arc of a circle 10 $\frac{1}{2}$ nautical miles radius centered on 17°40'S., 146°03.5'E. to (c) 17°47.5'S., 146°11'E., thence to (a).	6
			WPW	R784B - (a) 17°33'S., 146°11'E. (b) 17°26'S., 146°18.5'E., thence the minor arc of a circle of 20 nautical miles radius centered on 17°40'S., 146°03.5'E. to (c) 17°54'S., 146°18.5'E. (d) 17°47.5'S., 146°11'E., thence the minor arc of a circle of 10 $\frac{1}{2}$ nautical miles radius centered on 17°40'S., 146°03.5'E. to (a).	6

(Aus Ann 1991) 16/91

Page 188/strike out.
Replace with new page 188 from back of Section I.
(See NM 49/90)
(Aus Ann 1991) 16/91

Page 197/strike out.
Replace with new page 197 from back of Section I.
(See NM 49/90)
(Aus Ann 1991) 16/91

PUB 123 5 Ed 1990 NEW EDITION

Page 188/Strike out.
Replace with new page 188 from back of Section I.
(See NM 49/90; 16/91)
(Aus Ann 1991) 20/91

(DMAHTC/MCNN) 19/90

Pages 3-179/strike out.
Line numbers.
(DMAHTC/MCNN) 19/90

Page 26—Lines 47-48/R; read:
about 1 *1/4* miles WNW of the entrance; the signal station on
(DMAHTC/MCNN) 19/90

Page 28—Lines 9-10/L; read:
Dangerous wrecks, with depths of as little as 5.5m (18 ft.) over them, lie from 2 *1/2* miles SSW to 2 *1/2* miles WSW of the West Mole Light.
(DMAHTC/MCNN) 19/90

Page 31—Line 30/L; insert after:
A submarine oil pipeline crosses Nana Creek about 4 miles NNE of its junction with the River Escravos. Channel depths may be reduced by as much as 2m (6 *1/2* ft.) in the vicinity of the pipeline.
(DMAHTC/MCNN) 19/90

Page 31—Line 31/R; read:
miles SE of Koko. A shoal, with a least depth of 3.3m
(DMAHTC/MCNN) 19/90

Page 35—Line 11/R; insert after:

Caution.— See paragraph 3.01 for information concerning hazards to navigation caused by offshore oil exploration activities.

(DMAHTC/MCNN) 19/90

Page 39—Lines 6-10/R; read:

Caution.— Mariners are advised that numerous wellheads and offshore platforms, some disused and abandoned, exist within the 183m (100 fm) curve between the approaches to the Middleton River (4°30'N., 5°30'E.) and the approaches to the Bonny River (4°00'N., 7°25'E.). Some platforms are unlit.

Wellheads can protrude more than 5m (16 ft.) above the seabed and may be unmarked.

(DMAHTC/MCNN) 19/90

Page 41—Line 17/L; insert after:

A 200m (656 ft.) wide channel, dredged to a depth of 11m (36 ft.) in 1989 and marked by lighted buoys, extends NE across the Bonny River bar.

(DMAHTC/MCNN) 19/90

Page 42—Lines 5-6/L; read:

dent on the amount of dredging; in 1989 it was reported to be 10.2m (33 *1/3* ft.). Tide is variable, but

(DMAHTC/MCNN) 19/90

Page 42—Lines 12-18/L; read:

In 1989, the underkeel clearance ranged from 0.76m (2 *1/2* ft.) to 1.22m (4 ft.).

In 1989, the maximum size of a vessel permitted at the terminal was 135,000 dwt, subject to review during the rainy season from May through October. The maximum length allowed is 320m (1,050 ft.); the maximum draft allowed is 11.2m (36 *1/4* ft.). A vessel must have a minimum length of 161m (530 ft.). There are no restrictions

(DMAHTC/MCNN) 19/90

(DMAHTC/MCNN) 19/90

Page 42—Line 55/R; insert after:

Caution.— A submarine gas pipeline extends across the river about *3/4* mile NW of the N point of Dawes Island. Channel depths may be reduced by as much as 1.8m (6 ft.) in the vicinity of the pipeline.

(DMAHTC/MCNN) 19/90

Page 45—Line 34/L; read:

boards about 1 *1/2* miles SW of the SBM. A waiting area has been established

(DMAHTC/MCNN) 19/90

Page 48—Line 49/L; read:

Depths and limitations.— The approach channel from Base light buoy to No. 2 is dredged (1989) to 7m (23 ft.). The channel between No. 2 and No. 9 has been dredged (1989) to 6.1m (20 ft.), while the channel between No. 9 and No. 22 has been dredged (1989) to 7m (23 ft.).

The maximum draft of a vessel is

(DMAHTC/MCNN) 19/90

Page 92—Line 50/R; read:

from river to span, limiting vessels to that height.

(DMAHTC/MCNN) 19/90

Page 121—Line 40/R; read;

jetties on it. A channel, dredged to 7m (23 ft.)

(DMAHTC/MCNN) 19/90

Page 121—Lines 43-45/R; read:

5 and 7m (16 *1/4* and 23 ft.).

(DMAHTC/MCNN) 19/90

Page 147—Line 14/L; read:

con on its summit. A yacht basin lies close SE of the point.

(DMAHTC/MCNN) 19/90

Page 42—Line 31/L; insert after:
Caution.—It has been reported (1990) that depths in the dredged channel of the Bonny River may be as much as 4.1m (13 ft.) less than charted.
(DMAHTC/MCNN) 29/90

Page 31—Line 16/L; read:
6.4m (21 ft.) across the bar, although it was reported (1988) that the maximum safe draft that could cross the bar was 6.1m (20 ft.). A light is situated about $\frac{1}{2}$
(DMAHTC/MCNN) 38/90

Page 41—Line 50/L; insert after:
Caution.—A sunken oil rig, with the helipad and leg visible, lies about 12 miles SE of the oil terminal platform. Vessels should keep well clear of this wreck.
(DMAHTC/MCNN) 38/90

Page 110—Line 9/R; read:
2000. Departures are from 0600 to 2400. Special
(DMAHTC/MCNN) 38/90

Page 110—Line 16/R; insert after:
Vessels calling at Porto Saco, which are carrying inflammable cargo, must give notice to the Port Captain at Namibe at least 48 hours in advance.
(DMAHTC/MCNN) 38/90

Page 45—Line 48/R; read:
Njonji (Njonje) (4°08'N., 8°59'E.) bearing about 080°.
(33(2347)90 Taunton) 44/90

Page 46—Line 33/R; read:
and Dikulu Point is about 1 $\frac{1}{2}$ miles farther in the
(33(2347)90 Taunton) 44/90

Page 46—Line 36/R; read:
Dikulu Bay, between Dikulu Point and Pegel
(33(2347)90 Taunton) 44/90

Page 46—Line 38/R; read:
age may be obtained off Dikulu Bay in a depth
(33(2347)90 Taunton) 44/90

Page 48—Line 25/L; add after:
Caution.— A dangerous wreck lies in the entrance of the estuary, about 16 $\frac{1}{2}$ miles SW of Cap Cameroun.
(33(2347)90 Taunton) 44/90

Page 77—Lines 12-17/R; read:
Mayumba Terminal (M'bya Terminal) (3°53'S., 10°56'E.) contains two lighted oil production platforms about 7 miles SW and SSW, respectively, of Pointe Tshibobo; the platforms are connected by a submerged pipeline. A mooring buoy for a storage tanker is situated close SE of the S production platform.
A second mooring buoy lies about 2 $\frac{1}{4}$ miles N of the N production platform. Pilotage is compulsory. ETA must be given 72, 48, and 24 hours in advance. The pilot boards about 1 mile W of this mooring buoy.
Note.— Navigation is prohibited within an area, best seen on the chart, enclosing the platforms and the mooring buoys.
(BA NM 50/89, FR SDC5) 44/90

Page 202—Line 44/L; insert after:
NJONJI 4 08N 8 59E 3.13
(33(2347)90 Taunton) 44/90

Page 119/Line 53/L; read:
Cross. A water tower, about 2 $\frac{1}{2}$ miles N of the point, is radar conspicuous.
(8(44)90 Cape Town) 46/90

Page 119—Lines 1-2/R; strike out.
(DMAHTC/MCNN) 46/90

PUB 123 5 Ed 1990 LAST NM 46/90

Page 119—Lines 50-51/L; read:
Farilhao Point (22°10'S., 14°17'E.) is a low and sandy point projecting about
(8(44)90 Cape Town) 52/90

PUB 123 5 Ed 1989 LAST NM 52/90

Page 26—Line 22/R; insert after:
It has been reported (1990) that depths in the entrance channel and in the harbor itself may be as much as 2m (6 $\frac{1}{2}$ ft.) shoaler than charted.
(47(3411(P))90 Taunton) 4/91

Page 29—Lines 41-45/R; read:
Caution.— Mariners are warned that numerous wellheads and offshore platforms, some disused and abandoned, exist within the 183m (100 fm) contour between the approaches to the Forcados River (5°20'N., 4°50'E.) and SW of Debundscha Point (4°06'N., 8°58'E.). Wellheads can protrude more than 5m (16 ft.) above the seabed and may be unmarked. Some platforms are unlit.
(35(2523(P))90 Taunton) 4/91

Page 31—Lines 18-23/L; read:
Pilotage.— Pilotage is compulsory and is available during daylight hours for Koko, Sapale, Warri, and Burutu. ETA must be given seven days in advance. The pilot boards 2 miles SW of the Escravos breakwater. Mas-
(BA NM 47/90) 4/91

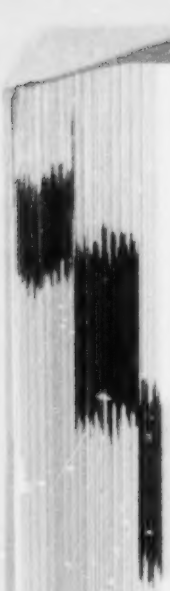
Page 39—Lines 6-10/R; read:
Caution.—Mariners are warned that numerous wellheads and offshore platforms, some disused and abandoned, exist within the 183m (100 fm) contour between the approaches to the Forcados River (5°20'N., 4°50'E.) and SW of Debundscha Point (4°06'N., 8°58'E.). Wellheads can protrude more than 5m (16 ft.) above the seabed and may be unmarked. Some platforms are unlit.
(35(2523(P))90 Taunton) 4/91

Page 64—Lines 18-19/R; read:
Pilots.—Pilotage is compulsory. The pilot normally berths ships only. The pilot boards about $\frac{1}{2}$ mile NW of Punta de la Unidad Africana.
All
(BA NM 47/90) 4/91

Page 127—Line 53/R; read:
Pilotage is compulsory. Pilots board about 1,700 yards NNW of Angra Point and are available be-
(46(3308)90 Taunton) 4/91

PUB 123 5 Ed 1990 LAST NM 4/91

Page 80—Lines 2-4/R; read:
4.14 A conspicuous silo stands about $\frac{1}{4}$ mile SSE of the head of the outer breakwater. A spherical tank is conspicuous about
(50(3586)90 Taunton) 6/91



Page 11—Line 25/L; read:
and the harbormaster should be advised of the ETA when within 3 miles of the port.
(BA NP 286(2), Vol. 6, Part 2) 11/91

Page 11—Line 29/L; read:
parture may be made between 0600 and 2300.
(BA NP 286(2), Vol 6, Part 2) 11/91

Page 27—Line 2/L; read:
vessels and is available between 0600 and 1900.
(BA NP 286(2), Vol. 6, Part 2) 11/91

Page 39—Lines 33-40/R; read:
Terminal via Lagos Port Radio 5, 3, 2, and 1 day before arrival at the terminal anchorage.
(BA NP 286 (2), Vol. 6, Part 2) 11/91

Page 41—Lines 35-38/L; read:
7, 3, and 2 days prior to arrival. The terminal should be notified 3 hours prior to arrival at the pilot boarding ground.

Pilotage.— Pilotage is compulsory. The pilot will board the ves-
(BA NP 286(2), Vol. 6, Part 2) 11/91

Page 41—Lines 47-54/R; read:
The vessel's ETA should be given 7, 3, and 2 days prior to arrival.
(BA NP 286(2), Vol. 6, Part 2) 11/91

Page 42—Line 20/L; read:

Pilots.—Pilotage is compulsory from the entrance to the dredged channel and is available during daylight hours only. The pilot boards 1 mile S of Lighted Buoy No. 2 or, by prior arrangement, near Lighted Buoy No. 29.
(BA NP 286(2), Vol. 6, Part 2) 11/91

Page 44—Lines 29-33/R; read:
Pilotage is compulsory. Vessels anchor between Lighted Buoys No. 24 and 26 and contact the Harbormaster.
(BA NP 286(2), Vol. 6, Part 2) 11/91

Channel 16. The ETA should be confirmed 48 and 24
(BA NP 286(2), Vol. 6, Part 2) 11/91

Page 48—Lines 38-39/R; read:
be made at least 24 hours before
(BA NP286(2), Vol. 6, Part 2) 11/91

Page 63—Lines 49-50/R; read:
lots board vessels about 1,500 yards NE of the head of the L-shaped pier. ETA should be sent 72, 48, and 24 hours in
(BA NP 286(2), Vol 6, Part 2) 11/91

Page 74—Line 42/L; read:
sent not less than 72 hours prior to arrival and should be confirmed 48 and 24 hours prior to arrival.
(BA NP 286(2), Vol. 6, Part 2) 11/91

Page 75—Line 43/R; read:
A lighted buoy is moored about 4 $\frac{1}{2}$ miles SW of
(US NM 2-90) 11/91

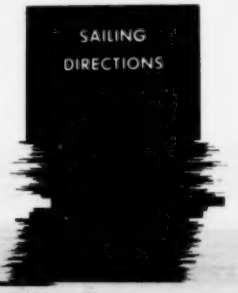
Page 76—Line 10/R; read:
miles NW of the SBM. The pilot remains aboard dur-
(BA NP 286(2), Vol. 6, Part 2) 11/91

Page 82—Line 21/L; read:
form Lima.
Pilotage is compulsory. The pilot boards about 1 $\frac{1}{2}$ miles NW of the storage tanker. ETA should be given 72, 48, and 24 hours in advance.
(BA NP 286(2), Vol. 6, Part 2) 11/91

Page 95—Line 27/L; read:
(47 ft.), can berth at the terminal

Pilots.—Pilotage is compulsory. Berthing is done during daylight hours only; unberthing can be done at any time. Vessels awaiting
(BA NP 286(2), Vol. 6, Part 2) 11/91

Page 95—Line 31/L; read:
berthing. ETA should be sent 72,
(BA NP 286(2), Vol. 6, Part 2) 11/91



Page 97—Line 36/L; read:
tion and is available during daylight hours only.
(BA NP 286(2), Vol. 6, Part 2) 11/91

Page 127—Line 54/R; read:
tween 0400 and 1600. In an emergency, vessels will
(BA NP 286(2), Vol. 6, Part 2) 11/91

Page 153—Line 45/R; insert after:
Pilotage is available 24 hours a day except for oil tankers and other vessels carrying dangerous cargo, when it is available during daylight hours only.
(BA NP 286(2), Vol. 6, Part 2) 11/91

PUB 123 5 Ed 1990 LAST NM 6/91

Page 26—Lines 47-48/R; read:
about 1 $\frac{1}{4}$ miles WNW of the entrance and from which a racon transmits; the signal station on
(5(337)91 Taunton) 13/91

PUB 123 5 Ed 1990 LAST NM 13/91

Page 78—Line 40/L; read:
Three oil production platforms, from which lights are shown
(8(583)91 Taunton) 17/91

Page 78—Line 43/L; read:
miles W of the mouth of the Kouilou. Two more lit platforms are located about 10 $\frac{1}{2}$ miles further W. A sixth plat-
(8(583)91 Taunton) 17/91

Page 78—Line 45/L; read:
river mouth. A seventh platform, which is unlit, is
(8(583)91 Taunton) 17/91

Page 78—Line 1/R; read:
about 49 miles SE from the first group of three platforms to the oil termi-
(8(583)91 Taunton) 17/91

Page 51—Line 48/L; insert after:
Caution.—Offshore oil exploration drilling is being carried out in the approaches to Kribi within the 183m (100 fm) curve. Details of subsurface obstructions are unknown; mariners are advised to navigate with caution.
(9(653)91 Taunton) 18/91

PUB 123 5 Ed 1990 LAST NM 18/91

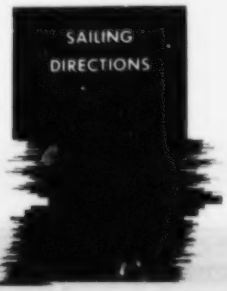
Page 62—Lines 49-50/R; read:
lots board vessels about 1,500 yards NE of the head of the L-shaped pier. ETA should be sent 72, 48, and 24 hours in
(BA NP 286(2), Vol. 6, Part 2) 20/91

Page 63—Lines 49-50/R; read:
moderate height surrounded by tall trees. Numerous rocks, most of which are above water, lie close
(DMAHTC/MCNN) 20/91

Page 76—Line 10/L; read:
miles NW of the SBM. The pilot remains aboard dur-
(BA NP 286(2), Vol. 6, Part 2) 20/91

Page 76—Line 10/R; read:
12 miles SSE, affords good shelter during S and
(DMAHTC/MCNN) 20/91

Page 94—Line 27/L; read:
(47 ft.), can berth at the terminal.
Pilots.—Pilotage is compulsory. Berthing is done during daylight hours only; unberthing can be done at any time. Vessels awaiting
(BA NP 286 (2), Vol. 6, Part 2) 20/91



PUB 123 (continued)

Page 94—Line 31/L; read:
berthing. ETA should be sent 72
(BA NP 286(2), Vol. 6, Part 2) 20/91

Page 95—Line 27/L; read:
hue of these trees contrasts strongly with the yel-
(DMAHTC/MCNN) 20/91

Page 95—Line 31/L; read:
S of the river and on the level summit there are
(DMAHTC/MCNN) 20/91

PUB 123 5 Ed 1990 LAST NM 20/91

Page 47—Line 8/R; read:
Cameroun. A dangerous wreck has been reported (1991) in the approach to Estuaire du Cameroun, in an approximate position about $17\frac{1}{4}$ miles SW of Cap Cameroun.
(15(1075)91 Taunton; US CH 57162) 25/91

Page 75—Lines 44-45/R; read:
the SBM.
(16(1144)91 Taunton) 25/91

PUB 123 5 Ed 1990 LAST NM 25/91

Page 35—Lines 28-31/R; read:
age vessel, a lighted platform, a Single Buoy Mooring (SBM) berth, and a pipeline system. The lighted platform lies about $16\frac{1}{2}$ miles off the mouth of River
(27(1950) 91 Taunton) 34/91

Page 35—Lines 34/R; read:
is located close NW of the lighted platform, in a depth of
(27(1950) 91 Taunton) 34/91

Page 60—Lines 54-56/R; read:
over 100 nrt and is available 24 hours a day. Pilotage should be ordered, through the vessel's agent, 24 hours in advance and confirmed 12 hours in advance. The pilot boards 2 to 3 miles W of the quay or 1 mile S of the manganese ore berth. During official working hours, the pilot
(BA NM 26-91, Part VI) 34/91

Page 61—Line 1/L; strike out.
(DMAHTC/MCNN) 34/91

(DMAHTC/MCNN) 29/90

Pages 3-324/strike out.
Line numbers
(DMAHTC/MCNN) 29/90

Page 40—Lines 8-9/L; read:
de Sao Luis. Extensive shoals extend NE of the point to a distance of almost 4 miles.
(DMAHTC/MCNN) 29/90

Page 40—Line 51/R; insert after:

Several reefs and shoals lie between Banco de Cerca and Ilha do Medo. Pedra do Severino, $1\frac{1}{3}$ miles NNE of Ilha do Medo light, has a depth of 2.4m ($7\frac{3}{4}$ ft.).

Extensive shoals with rocks extend up to $1\frac{1}{2}$ miles NE of Ilha do Medo with a minimum depth of 1.4m ($4\frac{1}{2}$ ft.).

A sunken wreck, marked by a light, lies $2\frac{1}{2}$ miles W of Ilha do Medo.

Cabeco Mearim, an extensive shoal with rocks, lies 0.8 miles SSW of the SW point of Ilha do Medo. The shoal has a depth of 4.4m ($14\frac{1}{3}$ ft.) and is marked by a buoy.

The NE edge of a shoal with a least depth of 2.5m ($8\frac{1}{4}$ft.) lies 3.3 miles SW of Ilha do Medo light.

Ilha de Guarapira, marked by a light, lies just over $\frac{1}{2}$ mile SSE of Ponta da Madeira light. It lies on a rocky shoal with depths of 3.4 to 10m (11 to 32 $\frac{3}{4}$ ft.). The NNW, NE and SE ends are marked by light buoys. A depth of 7.7m ($25\frac{1}{4}$ ft.) lies just over $\frac{1}{2}$ mile WSW of Ilha de Guarapira light.
(DMAHTC/MCNN) 29/90

Page 41—Lines 34-35/L; read:
least 48 hours in advance through the vessel's agent or via Sao Luis Radio. The pilot boards 1 mile W of Ilha do Medo.
(DMAHTC/MCNN) 29/90

Page 47—Line 5/L; read:
or larger than 4,000 grt must be accompanied by a
(DMAHTC/MCNN) 29/90

Page 98—Line 2/L; read:
dredged to a depth of 21m (68 $\frac{3}{4}$ ft.) (1989), leads in
(DMAHTC/MCNN) 29/90

Page 203—Lines 14-16/R; strike out.
(DMAHTC/MCNN) 29/90

PUB 124 5 Ed 1990 LAST NM 29/90

Page 62—Lines 24-26/L; read:

Pilots.—Pilotage is compulsory for all foreign vessels and is available 24 hours. Berthing of tankers is restricted to daylight hours. Send ETA 24 hours in advance, if ETA falls on a Saturday or Sunday messages must arrive by the preceding Friday. Request for a pilot, together with ETA, should be forwarded at least 12 hours in advance. Messages can be sent through Olinda (PPO) or Salvador (PPA). Pilot boards $\frac{1}{2}$ mile W of the Baixio do Peixe-Pau light buoy.
(DMAHTC/MCNN) 31/90

PUB 124 5 Ed 1990 LAST NM 31/90

Page 252—Line 35/R; insert after:

The pier is 1,800m (5900 ft.) in length, oriented toward the WNW, supported by steel piles and with 4 dolphins

The mooring should be approached on a heading of 212° . Two floating lighted beacons mark this course and an inflatable rubber float marks the anchorage point for the starboard anchor.

Casting off should be started with a slight flood stream.

(continued on next page)

Medium and strong winds from the SW and NW should be taken into account, as these create a choppy and persistent swell. It has also been determined that the ebb stream pushes vessels against the pier.
(DMAHTC/MCCN) 32/90

Page 262—Line 8/L; insert after:
Anchorage prohibited area.— Vessels are not to anchor in an area N of Cabo Nombre. This area is bounded by the following points:
a. 52°50.5'S., 68°25.0'W.
b. 52°55.7'S., 68°19.0'W.
c. 52°50.7'S., 68°06.6'W.
d. 52°45.4'S., 68°12.4'W.
Inside this area there are oil rigs, an oil pipeline installation and a buoy used to load vessels.
To the N and to the S of the prohibited anchorage area, good anchorage can be found in depths of 10 and 20m ($32\frac{3}{4}$ and $65\frac{1}{2}$ ft.), respectively. The bottom consists of silt and clay and both anchorages are protected from winds from the NW to the SW passing through W.
(DMAHTC/MCNN) 32/90

Page 262—Line 27/R; read:
the shore S of the pipeline. An antenna, 100m (328 ft.) high, painted with red and white stripes, stands near the tanks.
(DMAHTC/MCNN) 32/90

PUB 124 5 Ed 1990 LAST NM 32/90

Page 40— Line 6/R; read:
Anchorage.—Anchorage Area C lies within the following points:
A. 2°26.4'S., 44°17.7'W.
B. 2°25.5'S., 44°18.3'W.
C. 2°23.0'S., 44°14.1'W.
D. 2°24.6'S., 44°12.8'W.
E. 2°26.3'S. 44°15.7'W.
Anchorage Area B, for vessels
(DMAHTC/MCNN) 33/90

Page 40—Line 20/R; insert after:
External Anchorage Area, for vessels in ballast or unable to anchor in other areas, lies within the following points:
A. 01°55.9'S., 43°59.8'W.
B. 01°51.8'S., 44°02.7'W.
C. 01°49.2'S., 43°58.4'W.
D. 01°53.3'S., 43°55.6'W.
(DMAHTC/MCNN) 33/90

Page 41—Lines 1-2/R; read:
Anchorages.— Anchorage for vessels involved in litigation or large repairs is available SW of Ilhade Guarapira, 27m ($88\frac{1}{2}$ ft.) depth, sand and mud. This anchorage is sheltered from all winds except NW, W, and SW.
Anchorage for vessels awaiting mooring at Ponta da Madeira, Itaqui or Alumar may obtain anchorage S of Ilha de Guarapira in depths of 14.5 to 24.5m ($47\frac{1}{2}$ to $80\frac{1}{3}$ ft.), sand and mud. A maximum of 2 vessels are permitted at this anchorage.
(DMAHTC/MCNN) 33/90

Page 53—Lines 41-46/R; strike out.
(DMAHTC/MCNN) 33/90

Page 54—Lines 20-21/L; read:
tion area established on 5 June 1979. It is prohibited to anchor, disembark, dive, hunt, fish, dispose of garbage, or any other alteration to the environment, within the boundaries of the prohibited area.
(DMAHTC/MCNN) 33/90

Page 111—Line 25/R; read:
The main wharf extends 525m (1,722 ft.).
(DMAHTC/MCNN) 33/90

Page 115—Lines 52-57/R; read:
Pilots.— There are none.
(DMAHTC/MCNN) 33/90

Page 116—Lines 1-3/L; strike out.
(DMAHTC/MCNN) 33/90

Page 40—Line 5/R; insert after:

Caution.— All along Baia de Sao Marcos there are strong ebb and flood tidal streams. These streams, which may reach 6 knots, have been causing the loss of anchors of anchored vessels with great risk of running aground on the innumerable sand banks and shoals which exist in the bay. The Harbormaster's office recommends that vessels, when anchoring, keep capable personnel on board, in sufficient number, for emergency maneuvers.

(DMAHTC/MCNN) 40/90

PUB 124 5 Ed 1990 LAST NM 40/90

Page 49—Line 45/R; read:

hills to the W because of its lighter color. A small lighthouse stands on the W side of the point.

(Brz NM 12/90) 49/90

Page 353—Line 39/L; insert after:

PECKET MARINE TERMINAL 52 57S 71 12W 8.88

(DMAHTC/MCNN) 49/90

PUB 124 5 Ed 1990 LAST NM 49/90

Page 211—Lines 2-3/L; read:

8.04 The annual traffic is now about 1,000 ships, composed of all types such

(S. S. Mormacsky) 52/90

Page 211—Line 22/L; read:

pervision of a pilot. It has been reported (Oct. 90) that the transit may be done in daylight or darkness under any visibility conditions.

(S.S. Mormacsky) 52/90

Page 212—Lines 39-42/L; read:

Westbound vessels normally embark pilots off Cabo Posesion; by special arrangement and subject to weather conditions, pilots may be embarked off Punta Delgada.

It has been reported (1990) that on the W end of the Straits, depending upon the weather, pilots will disembark at Bahia Felix in good weather or Isla Shelter in bad weather. The pilots are only required to take vessels to Punta Arenas. Should pilots be retained on board and are unable to disembark at Bahia Felix or Isla Shelter, they may be disembarked at Laitec, Chiloe Island, 43°20'S., 73°35'W.

(BA NM21/90, S.S. Mormacsky) 52/90

PUB 124 5 Ed 1990 LAST NM 52/90

Page 177—Line 35/R; read:

A foul area extends about 500 yards SE. It has been reported (1990) that Muelle de Hierro is no longer present. The pier is reported removed and the area dredged to 10m (32 $\frac{3}{4}$ ft.).

(USS Hayler) 2/91

Page 226—Lines 33-34/R; read:

draft of 1.7m (5 $\frac{1}{2}$ ft.). The pier

(15(103)90 Valparaiso) 2/91

Page 252/insert after:

New page 252a from back of Section I.

(13(94)90 Valparaiso) 2/91

PUB 124 5 Ed 1990 LAST NM 2/91

Page 42/insert after:

New pages 42a and 42b from back of Section I.

(DMAHTC/MCNN) 6/91

Page 57—Lines 56-57/L; read:

There is a depth of 9.5m (31 ft.) in the entrance between the breakwaters.

(23(263)90 Rio de Janeiro) 6/91

Page 57—Line 2/R; read:

6.5 to 9.5m (21 $\frac{1}{3}$ to 31 ft.), while depths in

(23(263)90 Rio de Janeiro) 6/91

Page 57—Lines 11-12/R; read:

The depths alongside the wharves vary from 7.5m (24 $\frac{1}{2}$ ft.) at berths 1 and 2, 9.5m (31 ft.) at berths 3 to 5, and from 6 to 8m (19.7

(23(263)90 Rio de Janeiro) 6/91

Page 78—Lines 54-57/R; read:
Barra Seca. A submarine pipeline lies in a NW direction between the platform and the coast. Navigation within 500m (550 yd.) of the facilities is prohibited.
(23(264)90 Rio de Janeiro) 6/91

PUB 124 5 Ed 1990 LAST NM 6/91

Page 40—Lines 6-20/R; read:
Anchorages.— For vessels waiting to moor at the Ponta da Madeira Terminal, use anchorage A, delimited by the following coordinates:
2°22.08'S., 44°20.42'W.
2°22.80'S., 44°19.37'W.
2°24.50'S., 44°22.17'W.
2°25.28'S., 44°21.15'W.
For vessels of large capacity use anchorage B, delimited by the following coordinates:
2°26.40'S., 44°17.66'W.
2°25.52'S., 44°18.25'W.
2°22.95'S., 44°14.07'W.
2°24.63'S., 44°12.83'W.
2°26.32'S., 44°15.65'W.
(Brazil NM 13/90) 10/91

Page 53—Line 17/R; insert after:
The area surrounding Ilha de Fernando de Noronha constitutes the Fernando de Noronha Marine National Park. Anchorage, hunting and fishing and any disturbance of the environment are prohibited in this area.
(Brazil NM 21/90) 10/91

Page 188—Line 48/R; read:
shoal ledge of limestone extends .6 mile seaward
(Argentina NM 14/90) 10/91

Page 211—Lines 36-37/L; read:
giving call sign, nationality and any other information that
(Argentina NM 14/90) 10/91

Page 216—Lines 6-7/L; read:
Two range beacons, in line bearing 288°, are situated 800 yards
(21(145)90 Valparaiso) 10/91

Page 216—Line 19/L; read:
made with the range beacons bearing 288° and an-
(21(145)90 Valparaiso) 10/91

PUB 124 5 Ed 1990 LAST NM 10/91

Page 98—Line 2/L; read:
dredged (1989) to 22.5m (73 $\frac{3}{4}$ ft.), leads in
(3(210)91 Taunton) 11/91

Page 197—Line 6/R; insert after:
Caution.— Sand waves have been reported (1990) about 2 miles ENE of the breakwater.
(19(175)90 Buenos Aires) 11/91

Page 212—Line 21/R; read:
(52°20'S., 68°20'W.), awash, is
(17(156)90 Buenos Aires) 11/91

Page 324—Lines 9-12/L; read:
A metal beacon stands on Herd Point. The Argentine scientific station is located at
(21(199)90 Buenos Aires) 11/91

PUB 124 5 Ed 1990 LAST NM 11/91

Page 94—Line 33/L; read:
around 1000.

CURRENTS

Close to Cabo Frio, with winds from the S, the current tends to the N; with winds from the NE, the current usually tends to the W. A counter-current, which forms in this area and can be felt up to 10 miles W of the cape, tends to move vessels closer to shore.

In the vicinity of Baie de Guanabara, from October to March, when the wind is from the NE, the current tends to the W; from March to October, when the wind blows from the SE, the current tends to the N.
(Brz NM 16/90) 12/91

Page 96—Line 17/L; read:
There is a speed limit of 5 knots in the harbor.
Vessels with a draft of 11.3m (37 ft.) or more must use the 17m (56 $\frac{3}{4}$ ft.) dredged channel which begins in the vicinity of Copacabana Point.
(Brz NM 16/90) 12/91

Page 145—Lines 15-16/R; read:
Punta Atalaya (35°02'S., 57°32'W.) is low and covered by trees. A red brick
(18(164)90 Buenos Aires) 12/91

PUB 124 5 Ed 1990 LAST NM 12/91

Page 124—Line 22/R; read:
Pilotage is compulsory. Pilots, who come from Recife, board 1 mile E of the entrance and require
(BA NM 5-91, Section VI) 13/91

Page 111—Line 47/L; insert after:
The Mooring Master boards 3 miles E of the mooring buoy.
(BA NM 4-91, Section VI) 13/91

Page 119—Line 3/L; read:
Pilots.— Pilotage is compulsory and is available only during daylight hours. Pilots can be ob-
(BA NM 4-91, Section VI) 13/91

PUB 124 5 Ed 1990 LAST NM 13/91

Page 10—Line 22/R; read:
Two dangerous wrecks lie 18 $\frac{1}{2}$ and 17 miles
(US NM 4/91) 14/91

Page 175—Lines 15-16/R; read:
Anchorages.—Three anchorages, designated A, B, and C, the limits of which are shown on the chart,
(6(451)91 Taunton) 14/91

Page 175—Line 22/R; read:
12 fm). Anchorage C, lying close NW of Anchorage B, has charted depths of 20.1 to 27.4m (11 to 15 fm), but caution must be exercised as several charted foul areas lie in this anchorage.
(6(451)91 Taunton; US CH 23121) 14/91

PUB 124 5 Ed 1990 LAST NM 14/91

Page 39—Line 37/L; read:
may be obtained by ships with a draft of up to 5m (16 $\frac{1}{4}$ ft.), in fine
(Brz NM 23/90, Part VI) 15/91

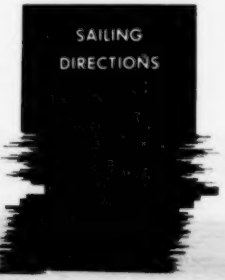
Page 39—Line 33/R; read:
and can reach 6 knots between the banks. The
(Brz NM 23/90, Part VI) 15/91

Page 40—Line 45/L; insert after:
Mooring maneuvers should be carried out against the current.
(Brz NM 23/90, Part VI) 15/91

Page 41—Line 26/L; read:
7 to 11m (23 to 36 ft.). In addition there are
(Brz NM 23/90, Part VI) 15/91

Page 41—Line 29/L; read:
or night, depending on the tide; however, vessels with a draft greater than 7m (23 ft.) may maneuver only at or near slack water. Vessels bound for
(Brz NM 23/90, Part VI) 15/91

Page 49—Line 45/R; insert after:
Caution.— A lighted offshore platform stands about 4 $\frac{1}{2}$ miles WNW of Ponta do Tubarao. A submarine pipeline extends in a SE direction from the platform to the shore.
(6(452)91 Taunton) 15/91



Page 223—Line 27/L; read:
8.27 Caleta Percy (52°53'S., 70°14'W.) is a small
(DMAHTC/MCNN) 19/91

PUB 124 5 Ed 1990 LAST NM 19/91

Page 58—Line 22/R; read:
Pilotage is compulsory. Pilots, who come from Recife, board 1 mile E of the entrance and require
(BA NM 5/91, Section VI) 20/91

PUB 124 5 Ed 1990 LAST NM 20/91

Page 82—Line 15/R; read:
have been dredged (1990) to a depth of 22.5m (73 $\frac{3}{4}$ ft.).
(4(22)91 Rio de Janeiro) 22/91

PUB 124 5 Ed 1990 LAST NM 22/91

Page 98—Line 41/R; read:
vessels up to 90,000 tons. An alternative fairway channel, passing S of the Ilha do Martines and marked by lightbuoys, has been established in the approaches to the port.
(6(36)91 Rio de Janeiro) 26/91

PUB 124 5 Ed 1990 LAST NM 26/91

Page 105—Lines 27-32/L; read:
dredged. It has been reported (1990) that the dredged depth in the fairway is 12m (39 $\frac{1}{4}$ ft.) from the fairway entrance to the wharves at the head of the Canal de Picaguera.
(9(S75)91 Niteroi) 31/91

PUB 125 4 Ed 1990 NEW EDITION
(DMAHTC/MCNN) 25/90

PUB 125 4 Ed 1990 LAST NM 25/90

Pages 3-258/strike out.
Line numbers.
(DMAHTC/MCNN) 26/90

Page 20—Line 8/R; insert after:
It was reported (1990) that access to the island has been restriced by order of the Colombian military.
(DMAHTC/MCNN) 30/90

PUB 125 4 Ed 1990 LAST NM 30/90

Page 251—Lines 17-18/R; read:
leta Contreras. There is a small mole with a light
(DMAHTC/MCNN) 31/90

PUB 125 4 Ed 1990 LAST NM 31/90

Page 27—Line 53/R; insert after:
Caution.— It is reported that the landmarks and aids are very difficult to identify until the vessel is within about 1 mile of the breakwater.
(DMAHTC/MCNN) 43/90

Page 59—Line 14/L; insert after:
It was reported (1990) that several of the lighted aids to navigation were extinguished.
(DMAHTC/MCNN) 43/90

PUB 125 4 Ed 1990 LAST NM 43/90

Page 96—Line 47/R; read:
extends 223m (731 ft.) NW from a rocky point. The pier has a usable length of 108m (354 ft.)
(12(85)90 Valparaiso) 9/91

Page 116—Lines 50-52/R; read:
is spanned by two prominent bridges about 125m (410 ft.) apart which lie about $\frac{1}{2}$ mile above the mouth of the river.
(13(93)90 Valparaiso) 9/91

Page 255—Lines 34-36/L; read:
a small wooden pier at the head of the cove.
(19(123)90 Valparaiso) 9/91

Page 91—Line 3/R; insert after:
A government wharf, 22m (72 ft.) long at its head, can accommodate a vessel with a maximum draft of 6m (19 $\frac{1}{2}$ ft.) at high water.
(15(107)90 Valparaiso) 14/91

Page 91—Lines 4-5/R; read:
Pilots.—Pilotage is compulsory for all vessels. The port has no offi-
(15(107)90 Valparaiso) 14/91

Page 91—Line 11/R; insert after:
Anchorage.—The best anchorage is reported to be about 600 yards N of the government wharf, in depths of 20 to 26m (11 to 14 fm), sand.
(15(107)90 Valparaiso) 14/91

Page 96—Lines 22-26/R; read:
located close to the root of the ore pier. A prominent white house stands about 870 yards WSW of the pierhead; a church stands about 1,600 yards SE of the pierhead.
(15(107)90 Valparaiso) 14/91

Page 96—Lines 38-39/R; read:
fast. Ships up to 270m (880 ft.) in length, with
(15(107)90 Valparaiso) 14/91

Page 96—Line 54/R; read:
only. Tankers with a maximum length of 200m (656 ft.) and a maximum draft of 12m (39 $\frac{1}{3}$ ft.) can be accommodated.
(15(107)90 Valparaiso) 14/91

Page 97—Line 9/R; read:
tion. Extensive shellfish
(15(107)90 Valparaiso) 14/91

Page 279—Line 73/L; insert after:
GALAPAGOS ISLANDS 0 00N 90 00W 1.02
(DMAHTC/MCNN) 15/91

Page 125—Line 30/L; read:
Three mooring buoys are located in the N basin
(22(153)90 Valparaiso) 19/91

Page 251—Line 45/L; read:
9.13 Note.— For information on pilotage in Canal Beagle, see the "Pilotage" section for the port of Ushuaia, paragraph 9.14.

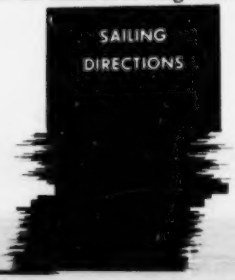
Caleta Awaiakirrh (55°00'S., 69°01'W.),
(DMAHTC/MCNN) 19/91

Page 253—Lines 47-49/L; read:
sels should embark a Chilean pilot W of Bahia Lapataia (54°52'S., 68°32'W.); the pilot may be disembarked near Isla Reparo (55°03'S., 66°49'W.), about 8 miles W of Cabo San Pio. This area is also used to exchange pilots during inclement weather.
Vessels should fly from the foremast
(22(165)90 Valparaiso) 19/91

Page 253—Line 6/R; read:
9.15 Note.— For information on pilotage in Canal Beagle, see the "Pilotage" section for the port of Ushuaia, paragraph 9.14.
Puerto Mejillones (54°54'S., 68°00'W.) lies on the S side of Ca-
(DMAHTC/MCNN) 19/91

Page 62—Lines 1-3/R; read:
Anchorages.— The tanker anchorage lies about 3 miles NNE of Punta Pejerrey; it has charted depths of 13.7 to 14.6m (45 to 47 $\frac{3}{4}$ ft.).

The hazardous cargo anchorage lies about 1 $\frac{1}{2}$ miles NW of Punta Pejerrey; it has charted depths of 18.9 to 21m (62 to 69 ft.). The explosives anchorage, with charted depths of 20 to 24m (65 $\frac{1}{2}$ to 79 ft.), lies close W of the hazardous cargo anchorage.



The waiting anchorage lies about 1 mile ENE of Punta Pejerrey; it has charted depths of 12.8 to 14.9m (42 to 48 $\frac{3}{4}$ ft.). Other anchorage areas, which lie close N and close E of Punta Pejerrey, have charted depths of as little as 10.9m (35 $\frac{3}{4}$ ft.).

(1(2)91 Callao; US CH 22181) 24/91

PUB 125 4 Ed 1990 LAST NM 24/91

Page 21—Line 10/L; read:
BUENAVENTURA (3°54'N., 77°05'W.)
(DMAHTC/MCNN) 26/91

Page 22—Line 36/L; insert after:
It was reported (1991) that recent surveys show significant changes to depths in Bahia Buenaventura; many areas had depths of 1 to 2m (3 $\frac{1}{4}$ to 6 $\frac{1}{2}$ ft.) less than charted.
(17(1279P)91 Taunton) 26/91

PUB 126 3 Ed 1988 NEW EDITION

(DMAHTC) 13/88

PUB 126 3 Ed 1988 LAST NM 13/88

Page 184—Lines 19-23/L; strike out.
(DMAHTC/MCNN) 20/88

PUB 126 3 Ed 1988 LAST NM 20/88

Page 59—Line 12/L; insert after:
Caution.— Fish Rafts.- Fish Rafts have been laid in the vicinity of Rarotonga. Vessels are urged to exercise the appropriate caution in the vicinity of the island.
(DMAHTC/MCNN) 22/88

Page 184—Lines 19-23/R; strike out.
(DMAHTC/MCNN) 22/88

Page 348—Line 9/R; insert after:
Caution.- Fish Aggregating Devices.- Fish Aggregating Devices have been placed in deep water positions around Rota Island, Tinnian Island, and Saipan Island. The devices consist of an orange float fitted with a numerical designator and a quick flash white light. Caution is advised in the vicinity of the devices as they are not maintained as aids to navigation. The light may be extinguished and/or the float may be carried away. Concentrations of fishing vessels may be met in the vicinity of FADS.
(DMAHTC/MCNN) 22/88

Page 355—Line 6/R; insert after:
Signals.- it has been reported that the local authorities may be contacted on VHF Channel 16.
(DMAHTC/MCNN) 22/88

PUB 126 3 Ed 1988 LAST NM 22/88

Page 45—Line 29/R; insert after:
Caution — Fish Aggregating Devices (FADS).— Caution should be exercised in the vicinity of the Line Islands as FADS have been established within the group. FADS are normally moored at deepwater locations, and are not maintained as aids to navigation; FADS may not be lighted, and may not be charted. The lights on FADS, if fitted, are prone to failure, as are the mooring systems. Concentrations of fishing vessels may also be met in the vicinity of FADS.
(DMAHTC/MCNN) 35/88

Page 48—Line 20/L; insert after:
Caution — Fish Aggregating Devices (FADS).— Caution is advised as Fish Aggregating Devices have been moored about 2¾ miles W and 3 miles NW of North West Point.
(DMAHTC/MCNN) 35/88

(continued on next page)

Page 53–Line 34/R; insert after:
Required notifications to the Officer in Charge, Marine Inspection and/or the Captain of the Port, Honolulu, may be made in American Samoa to:
United States Coast Guard Liaison Office
American Samoa,
P.O. Box 249
Pago Pago, American Samoa 96799
(DMAHTC/MCNN) 35/88

Page 127 Line 33/R; insert after:
Caution – Fish Aggregating Devices (FADS).– FADS have been placed within the waters of the Gilbert Islands at the following approximate positions:

1. 3°08.15'N., 172°41.2'E.
2. 1°23.2'N., 173°10.6'E.
3. 1°10'N., 173°01'E.

FADS are normally moored in deepwater locations, and are not maintained as aids to navigation; FADS may not be lighted, and may not be charted. The lights on FADS, if fitted, are prone to failure, as are the mooring systems. Concentrations of fishing vessels may also be met in the vicinity of FADS.
(DMAHTC/MCNN) 35/88

LAST NM 35/88

Page 46–Line 23/L; insert after:
A vessel at the anchorage reported experiencing a S current with rates of 2 knots during a 20 knot NW wind (1988).
(DMAHTC/MCNN) 37/88

Page 46–Line 37/L; insert after:
In 1988 the N group were reported to be missing, and only four of the southern group were visible.
(DMAHTC/MCNN) 37/88

Page 59–Line 14/R; insert after:
N winds have also been reported to send a swell into the harbor, causing rips and cross channel sets in the entrance (1988).
(DMAHTC/MCNN) 37/88

Page 59–Line 23/R; insert after:
The most conspicuous landmarks when approaching Avatiu are reported to be the large fuel tanks W of the harbor, and white cylindrical tanks on the E side of the harbor.
(DMAHTC/MCNN) 37/88

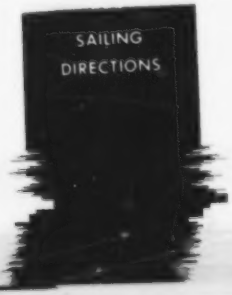
Page 59–Lines 32-33/R; read:
Signals.– The Waterfront Commission may be contacted on VHF channels 12 and 16, and maintains a 24-hour watch. The commission may also be contacted through "Radio Rarotonga" on 2207 kHz.
(DMAHTC/MCNN) 37/88

Page 59–Line 53/R; insert after:
In 1988, this harbor was reported to be usable only by flat-bottomed lighters due to shoaling. In addition, the entrance range was reported to be missing.
(DMAHTC/MCNN) 37/88

Page 62–Line 12/L; read:
and SW. The anchorage is unsuitable with northerly winds or swell (1988). Caution is advised, as the ranges have been
(DMAHTC/MCNN) 37/88

Page 63–Line 6/L; insert after:
In 1988 a vessel reported that the anchorage area was small, difficult to locate, and very close to shoal water. The vessel also advised that the anchorage appeared to be unsafe with a W wind.
The range lights were reported to be small and indistinct.
(DMAHTC/MCNN) 37/88

(continued on next page)



Page 120–Lines 45-57/L; read:
a boat should be sent close inshore to sound the passage, observe the tidal currents, and to report when conditions are suitable for the vessel to proceed.

The channel had a controlling depth of 7.6m (25 ft.) (1957), but in 1988 the channel was reported to have a least depth of 9.1m (30 ft.). 4.5m (15 ft.) depths were reported immediately outside the channel. Shoaling, which was visible in daylight was occurring on the Spam Island side of the passage.

Directions.– A vessel entering the lagoon in 1988 recommended favoring the NW side of the channel, however, bank suction should be guarded against. The pier face here was reported to be in good shape, but the bollards were in poor condition. The depth alongside the pier was not stated.

(DMAHTC/MCNN) 37/88

Page 324–Line 30/L; read:
marked by buoys, beacons, lights, and range lights in alignment bearing 096½°. A wharf located in

(DMAHTC/MCNN) 49/88

Page 327–Line 12/L; insert after:
Directions.– Jokaj Passage is marked by two black and white vertically striped dayboards, in alignment bearing 145°.

(DMAHTC/MCNN) 49/88

Page 139–Line 11/L; insert after:
Calalin Channel is marked by lights, which may best be seen on the chart.

(DMAHTC/MCNN) 2/89

Page 54–Line 10/L; insert after:
Fagatele Bay National Marine Sanctuary.– An area W of Stepps Point, and encompassing Fagatele Bay has been declared a National Marine Sanctuary, and may best be seen on the chart.

Full particulars of the regulations governing the sanctuary are given in Title 15, Code of Federal Regulations, Part 941. In general, the regulations are designed to prohibit the disturbance of the living and non-living resources within the Sanctuary. Regulations dealing directly with navigation are as follows:

No vessel shall approach closer than 200 feet to a vessel displaying a dive flag except at a maximum speed of three knots.

(DMAHTC/MCNN) 8/89

Page 327–Line 12/L; insert after:
Directions.– Jokaj Passage is marked by range lights in alignment bearing 145°. The light structures are fitted with black and white vertically striped dayboards.

(DMAHTC/MCNN) 11/89

Page 5–Line 30/R; insert after:
Caution.– **Fish Aggregating Devices (FADS).**– FADS may be encountered in the waters of Iles Marquises, consisting of an orange float fitted with a white flashing light, and radar reflectors. See Pub. 122, Sailing Directions (Planning Guide) for the South Pacific Ocean for information concerning FADS.

(DMAHTC/MCNN) 19/89

(continued on next page)

PUB 126 (continued)

Page 15—Line 10/R; insert after:

Fish Aggregating Devices (FADS).— FADS may be encountered in the waters of Iles Tuamotu, consisting of an orange float fitted with a white flashing light, and radar reflectors. See Pub. 122, Sailing Directions (Planning Guide) for the South Pacific Ocean for information concerning FADS.

(DMAHTC/MCNN) 19/89

Page 26—Line 3/R; insert after:

Fish Aggregating Devices (FADS).— FADS may be encountered in the waters of Iles de la Societe, consisting of an orange float fitted with a white flashing light, and radar reflectors. See Pub. 122, Sailing Directions (Planning Guide) for the South Pacific Ocean for information on FADS.

(DMAHTC/MCNN) 19/89

Page 27—Line 22/L; insert after:

Caution.— Fish Aggregating Devices (FADS).— FADS may be encountered in the waters off Tahiti. See 1.32 and Pub. 122 for details.

(DMAHTC/MCNN) 19/89

Page 34—Line 8/L; insert after:

Caution.—Fish Aggregating Devices (FADS).— FADS may be encountered in the waters of Moorea. See 1.32 and Pub. 122 for details.

(DMAHTC/MCNN) 19/89

Page 40—Line 2/L; insert after:

Caution.— Fish Aggregating Devices (FADS).— FADS may be encountered in the waters of Iles Tubai, consisting of an orange float fitted with white flashing lights, and radar reflectors. See Pub. 122, Sailing Directions (Planning Guide) for the South Pacific Ocean for information on FADS.

(DMAHTC/MCNN) 19/89

Page 53—Line 14/L; insert after:

Caution.— Numerous uncharted coral heads lie within the lagoon.

(DMAHTC/MCNN) 19/89

PUB 126 3 Ed 1988 LAST NM 19/89

Page 54—Line 7/L; insert after:

Fagatele Bay National Marine Sanctuary.— An area W of Stepps Point, and encompassing Fagatele Bay, has been declared a National Marine Sanctuary, and may best be seen on the chart.

Full particulars on the regulations governing the sanctuary are given in Title 15, Code of Federal Regulations, Part 941. See also NOS Coast Pilot 7.

(DMAHTC/MCNN) 22/89

Page 312—Lines 51-53/L; read:

147°23'E.) has a wooden wharf alongside which a vessel up to 182m (600 ft.) in length may berth. In 1989 the wharf was reported to be in fair condition, with a depth of 10.6m (35 ft.) alongside, however, caution is recommended as several pilings and surface planks were reported to be rotten. A small oil pier is available in **Papitalai**

(DMAHTC/MCNN) 22/89

PUB 126 3 Ed 1988 LAST NM 22/89

Page 174—Line 4/R; read:

the beacons on Presqu'ile de Beco and Ilot Didot

(DMAHTC/MCNN) 24/89

Page 174—Line 11/R; read:

channel until the

(DMAHTC/MCNN) 24/89

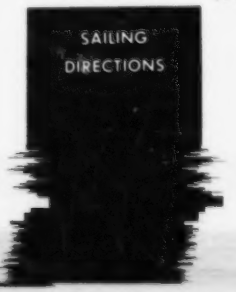
PUB 126 2 Ed 1988 LAST NM 24/89

Page 52—Lines 53-54/L; read:

A light is shown from the island's W end.

(DMAHTC/MCNN) 26/89

(continued on next page)



Page 118—Line 17/L; insert after:

Range lights, in alignment bearing 100° mark the main entrance channel. The range is also fitted with red rectangular daymarks, showing a central white stripe.

(DMAHTC/MCNN) 26/89

PUB 126 3 Ed 1988 LAST NM 26/89

Page 52—Line 54/R; insert after:

Discolored water has been reported (1989) to exist within a mile of the position 14°22.2'S; 170°40.7'W.

(DMAHTC/MCNN) 39/89

PUB 126 3 Ed 1988 LAST NM 39/89

Page VII/strike out.

Replace with new Page VII from back of Section I.

(DMAHTC/MCNN) 44/89

Page 322—Line 5/R; insert after:

Note.— The responsibility for providing navigation information for the Commwealth of the Northern Mariana Islands has been transferred from DMAHTC to the National Ocean Service. Mariners should consult the 1989 Edition of Coast Pilot 7 for current coverage of the Commonwealth.

(DMAHTC/MCNN) 44/89

Page 346— Line 13/R; read:

10.34 Note.—The responsibility for providing navigation information for the Commonwealth of the Northern Mariana Islands has been transferred from DMAHTC to the National Ocean Service. Mariners should consult the 1989 Edition of Coast Pilot 7 for current coverage of the Commonwealth.

The Mariana Islands are comprised of the

(DMAHTC/MCNN) 44/89

Page 352—Lines 22-54/R; read:

See Appendix of Anchorages.

(DMAHTC/MCNN) 44/89

Page 353/strike out.

(DMAHTC/MCNN) 44/89

Page 354/strike out.

(DMAHTC/MCNN) 44/89

Page 355/strike out.

(DMAHTC/MCNN) 44/89

Page 356/strike out.

(DMAHTC/MCNN) 44/89

Page 357/strike out.

(DMAHTC/MCNN) 44/89

Page 358/strike out.

(DMAHTC/MCNN) 44/89

PUB 126 3 Ed 1988 LAST NM 44/89

Page 138—Line 45/R; insert after:

Regulations.—It has been reported that the discharge of sewage or other substances to the lagoon are prohibited.

Signals.—Majuro Harbor Control, call sign "Majuro Radio" may be contacted on VHF Channel 16.

(DMAHTC/MCNN) 47/89

PUB 126 3 Ed 1988 LAST NM 47/89

Page 170—Line 39/R; insert after:

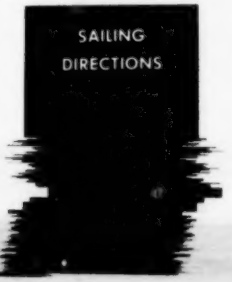
Caution.—Reports have indicated that the inner passage between Passe de Saint Vincent and Passe d'Ovarai has been surveyed, with changes to hydrography and recommended routes being noted. Vessels should not attempt to enter this area without local knowledge.

(DMAHTC/MCNN) 49/89

Page 171—Lines 11-13/R; read:

shelter in Baie de Pritzbuer 045° and 1 mile distant from Pointe Mozimean, the NW end of Ile Puen.

(DMAHTC/MCNN) 49/89



Page 338—Line 14/R; read:
Motegosu Island (Motegoso) lies on the S side of the atoll. Both
(DMAHTC/MCNN) 18/90

Page 338—Lines 17-18/R; read:
Channels.
(DMAHTC/MCNN) 18/90

PUB 126 3 ED 1988 LAST NM 18/90

Page 14—Graphic/Middle; read:
PITCAIRN ISLAND FROM NW
(DMAHTC/MCNN) 20/90

Page 14—Graphic/Lower; read:
ADAMS ROCK FROM NW
(DMAHTC/MCNN) 20/90

PUB 126 3 Ed 1988 LAST NM 20/90

Page 135—Line 5/R; read:
Directions.— Range beacons in range 343.5° are
(DMAHTC/MCNN) 22/90

PUB 126 3 Ed 1988 LAST NM 22/90

Page 5—Line 38/L; insert after:
Caution.— Fish Aggregating Devices— Caution should be exercised in the vicinity of Iles de La Societe, Iles Tuamotu, Iles Marquises and Iles Tubai (Iles Australes) as several Fish Aggregating Devices have been moored at out-lying deepwater locations. These devices may be carried away, and concentrations of fishing vessels may be found in their vicinity.

The devices are comprised of Aluminum Catamaran floats painted orange and white. Each device carries white daymarks, fitted with the letter designation of the device, and a flashing white light.
(DMAHTC/MCNN) 35/90

Page 193—Graphic/strike out.
Replace with new graphic from back of Section 1.
(DMAHTC/MCNN) 41/90

Page 199—Line 26/L; read:
Anatom Island (20°12'S., 169°46'E.), the south-
(DMAHTC/MCNN) 41/90

Page 199—Line 29/L; read:
and appears as two islands. Port Anatom on the
(DMAHTC/MCNN) 41/90

Page 199—Line 52/L; read:
lies $2\frac{1}{2}$ miles NW of Port Anatom and about $\frac{1}{2}$
(DMAHTC/MCNN) 41/90

Page 199—Line 25/R; read:
miles NNW of Anatom Island and is flat-topped.
(DMAHTC/MCNN) 41/90

Page 199—Line 34/R; read:
miles NW of Anatom Island and is about 20 miles
(DMAHTC/MCNN) 41/90

Page 200—Graphic/strike out.
Replace with new graphic from back of Section 1.
(DMAHTC/MCNN) 41/90

Page 378—Line 8/L; insert after:
ANATOM 20 12S 169 46E 6.06
(DMAHTC/MCNN) 41/90

Page 378—Line 13/L; strike out.
(DMAHTC/MCNN) 41/90

PUB 126 3 Ed 1988 LAST NM 41/90

Page 326—Line 7/L; read:
POHNPEI HARBOR (6°59'N., 158°12'E.)
(US 81435) 2/91

Page 326—Line 9/L; read:
10.08 Pohnpei Harbor is irregular in shape, con-
(US 81435) 2/91

Page 326—Line 15/L; read:
Pohnpei Passage at velocities of $\frac{1}{2}$ to 1 knot. The
(US 81435) 2/91

Page 326—Line 28/L; read:
Pohnpei Passage, about 1 $\frac{1}{2}$ miles E of Jokaj
(US 81435) 2/91

Page 326—Line 10/R; read:
when viewed from N. Upon nearing Pohnpei, the
(US 81435) 2/91

Page 326—Line 14/R; read:
seaward. The Pohnpei International Airport is lo-
(DMAHTC/MCNN) 2/91

Page 326—Line 19/R; read:
connects Takatik with Pohnpei. Four oil tanks stand
(DMAHTC/MCNN) 2/91

Page 326—Line 23/R; read:
Pohnpei Passage.
(DMAHTC/MCNN) 2/91

Page 326—Line 35/R; read:
side of Pohnpei Passage.
(DMAHTC/MCNN) 2/91

Page 326—Graphic Title/Change to read:
NORTH APPROACH TO POHNPEI HARBOR
(DMAHTC/MCNN) 2/91

Page 327—Line 6/L; insert after:
Vessels anchoring inside Jokaj Passage must ensure they do not obscure the leading lights.
(R/V Farnella) 2/91

Page 327—Line 17/L; insert after:
Frequent heavy rain showers obscure navigational marks.
(R/V Farnella) 2/91

Page 397—Line 51/R; insert after:
POHNPEI HARBOR 06 59N 158 12E 10.08
(DMAHTC/MCNN) 2/91

Page 56—Line 17/L; read:
the wharf's SE end. The maximum allowable draft at the main wharf at Apia is 9m (29 $\frac{1}{2}$ ft.).
(2(29(T)) Auckland) 9/91

PUB 126 3 Ed 1988 LAST NM 9/91

Page 337—Lines 10-11/L; read:
the reef, about $\frac{3}{4}$ mile W of West Fayu Island; another has been reported (1982) to lie 1 $\frac{1}{4}$ miles further W. A stranded wreck has been reported (1990) to lie about 1 $\frac{1}{4}$ miles ENE of West Fayu Island.
(3(205)91 Taunton) 11/91

PUB 126 3 Ed 1988 LAST NM 11/91

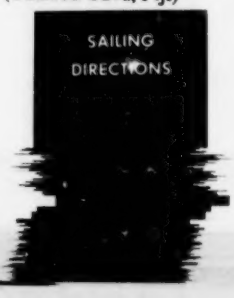
Page 65—Line 41/L; insert after:
At Queen Salote Wharf, the surface current tends to the W; however, at a depth of 5.5m (18 ft.), a counter-current tends to the E.
(USDAO Suva, Fiji) 12/91

Page 65—Lines 50-51/L; read:
120m (393 ft.) in length, with a depth of 12m (39 ft.) alongside. It was reported (1990) the wharf will accommodate vessels with a draft of less than 5.5m (18 ft.). The berth will accommodate container,
(USDAO, Suva, Fiji) 12/91

Page 65—Lines 55-57/L; read:
trance of Ava Lahi. The palace is a conspicuous wooden structure near the foreshore. A radio mast and satellite dish are located about $\frac{1}{2}$ mile ESE of the root of Vuna Wharf; tanks are located about 1 $\frac{1}{3}$ miles ESE of the same wharf. A radio mast, 61m (200 ft.) high.
(USDAO, Suva, Fiji) 12/91

Page 65—Lines 1-2/R; strike out.
(USDAO Suva, Fiji) 12/91

Page 65—Lines 27-31/R; strike out.
(USDAO Suva, Fiji) 12/91



PUB 126 3 Ed 1988 LAST NM 12/91

Page 76—Lines 15-16/R; read:
Caution.— The reef has been reported, at various times, to lie 4 miles SW, 5 miles E, and 3 miles NE of its charted position.
(11(74)91 Auckland) 21/91

PUB 126 3 Ed 1988 LAST NM 21/91

Page 315—Lines 37-38/L; read:
enclosing a lagoon. Pupal Reef, with a depth of 8m (26 $\frac{1}{4}$ ft.) over it, lies about 5 miles NW of
(US NM 15/88; 14(488)91 Tokyo) 22/91

Page 398—Line 70/L; insert after:
PUPOL REEF 1 20S 144 25E 9.51
(US CH 82050) 22/91

PUB 127 4 Ed 1990 NEW EDITION

Page 3-407/strike out.
Line Numbers
(DMAHTC/MCNN) 8/90

PUB 127 4 Ed 1990 LAST NM 8/90

Page III—Line 7/L; read:
This publication has been corrected to 30 Dec-
(DMAHTC/MCNN) 10/90

Page 138—Line 13/R; read:
Sailing Directions (Planning Guide) for
(DMAHTC/MCNN) 10/90

Page 151—Lines 28-32/R; read:
seaward had a depth (1989) of 13.5m (44 1/4 ft.) and extends about 14 miles, to a point off the WSW extent of Spitfire Bank (27°01'S., 153°16'E.). Spitfire Channel, with a depth of 12.9m (42 1/4 ft.) (1989), leads from North West Channel to the NE
(DMAHTC/MCNN) 10/90

Page 151—Line 44/R; insert after:
Keel clearances are required for approach channels as follows:

North East Channel	1.5m (5 ft.)
North West Channel	1.6m (5 1/4 ft.)
-beam > 35m (115 ft.)	1.9m (6 1/4 ft.)
Spitfire Channel	1.2m (4 ft.)
East Channel (West)	1.2m (4ft.)
East Channel (East)	1.2m (4ft.)

(DMAHTC/MCNN) 10/90

Page 163—Lines 21-23/L; read:
is also used for tanker discharge. All three berths have depths of 9.5m (31 1/4 ft.). These depths were reported as of 20 September 1989.
(DMAHTC/MCNN) 10/90

Page 182—Line 55/L; insert after:

Caution.—The flood currents here set SW and the ebb currents set NE. In 1984 it was reported that the currents reached rates of 2 to 6 knots in the anchorage W of Leicester Island.

(DMAHTC/MCNN) 10/90

Page 190—Line 57/L read:

and Whitsunday Island in 29m (16 fm). A conspicuous mast stands on a hill 1/2 mile SE of the NW point of Hamilton Island.

An airfield is situated S of a marina which is located 1 mile S of the N point of the island. Vessels navigating Dent Passage are advised to keep clear of the runway when aircraft are landing or taking off.

(DMAHTC/MCNN) 10/90

Page 191—Lines 9-11/L; read:

Cumberland Islands. **Anchorage**

(DMAHTC/MCNN) 10/90

Page 195—Line 21/L; read:

and alongside depths of 11.8m (37 3/4 ft.) is a con-

(DMAHTC/MCNN) 10/90

Page 196—Lines 19-20/R; read:

of a bank, with lesser depths W of it, extending NE for about 1 1/2 miles from the

(DMAHTC/MCNN) 10/90

Page 196—Line 38/R; insert after:

An isolated depth of 15.4m (50 ft.) lies 1400 yards W of Pelorus Island.

(DMAHTC/MCNN) 10/90

Page 197—Line 8/L; read:

(October 1989) of 3.3m (10 3/4 ft.) in the channel over the bar. Small

(DMAHTC/MCNN) 10/90

Page 207—Line 32/L; strike out.

(DMAHTC/MCNN) 10/90

Page 207—Lines1-5/R; read:

has 6 berths available. Berths Nos. 1 and 2 have depths of 7.9m (26 ft.), berths 3 and 4 have depths of 8.1m (26 1/2 ft.), berth 5 has a depth of 7.5m (24 1/2 ft.). Bulk grain is handled at Berth No. 3. No. 6 berth, with a length of 138m (452 ft.) and a depth of 7.4m (24 1/4 ft.) handles container traffic.

(DMAHTC/MCNN) 10/90

Page 207—Line 10/R; read:

side depths of 7.8m (25 1/2 ft.). Bulk fertilizer is dis-

(DMAHTC/MCNN) 10/90

Page 207—Line 13/R/ read:

nal. The berth has alongside depths of 7.4m (24 1/4

(DMAHTC/MCNN) 10/90

Page 207—Line 18/R; read:

9.5m (31 1/4 ft.) and will accommodate vessels with

(DMAHTC/MCNN) 10/90

Page 233—Line 3/L; read:

est and rises to a conical hill 209m (686 ft.) high

(DMAHTC/MCNN) 10/90

Page 278—Lines 18-19/R; read:

to 11m (36 ft.) on its E side, and dredged 8 to 10m (26 1/4 to 32 3/4 ft.) on its W side. Hobson Wharf, lying close W of the

(DMAHTC/MCNN) 10/90

Page 278—Lines 27-28/R; read:

(11 to 14 ft.). Wynyard Wharf is dredged 8 to 11m (26 1/4 to 36 ft.)

(DMAHTC/MCNN) 10/90

(continued on next page)

Page 321—Lines 56-58/R; strike out.
(DMAHTC/MCNN) 10/90

Page 324—Lines 1-7/L; strike out.
(DMAHTC/MCNN) 10/90

Page 324—Lines 13-53/L; read:
Caution.—Submarine pipelines may exist up to 7 miles SE of Patea River Entrance.
(DMAHTC/MCNN) 10/90

Page 331—Line 35/R; read:
Signals.—"Wellington Harbor Control" may be contacted on VHF channels 14 or 16. Vessels are also required to maintain a listening watch on channels 14 and 16 if practicable, while within the waters of the port.
The outer signal station is situated on
(DMAHTC/MCNN) 10/90

Page 338—Lines 39-42/R; read:
Offshore anchoarage is available with Boulder Bank Disused Lighthouse bearing 157°, and 4,300 yards distant, while vessels in quarantine anchor with the same structure bearing 159° at the same distance. Both anchorages offer depths of about 11m (36 ft.)
(DMAHTC/MCNN) 10/90

Page 157—Line 18/R; read:
depths of 9m (29 1/2 ft.). The terminal offers the fa-
(DMAHTC/MCNN) 11/90

Page 157—Line 23/R; read:
side depths of 8.6m (28 1/4 ft.).
(DMAHTC/MCNN) 11/90

Page 314—Line 9/L; insert after:
An oil pipeline crosses Wairopa Channel in approximate position 36°56.3'S., 174°45.4'E.
(DMAHTC/MCNN) 11/90

Page 181—Lines 50-54/L; read:
Pilotage.— See paragraph 9.01 for detailed pilotage information.
(DMAHTC/MCNN) 13/90

Page 186—Lines 28-41/L; read:
thorities before attempting passage.
Pilotage.—See paragraph 9.01 for detailed pilotage information.
(DMAHTC/MCNN) 13/90

Page 205—Lines 17-20/R; read:
Pilotage.— See paragraph 9.01 for detailed pilotage information.
(DMAHTC/MCNN) 13/90

Page 238—Lines 45-57/R; read:
Island (10°35'S., 142°15'E.).
South and east bound vessels.—
Pilots board 4 1/2 miles W of Booby Island or 2 1/4 miles W of Goods Island. Vessels requiring pilots should give 4 to 5 days notice to "2S TORRES SYDNEY" advising ETA, at Booby or Goods pilot station, maximum draft, and destination.
Confirmation or adjustment of the ETA should be sent direct to "4I TORIND", Thursday Island, 24 and 6 hours prior to arrival, giving local time.
Pilot station (call sign "Reef Pilots") maintains watch on VHF Channel 16. The pilot launches maintain VHF watch on Channel 16 when on station.
North and west bound vessels.—
If in an Australian port, advise "2S TORRES SYDNEY" of pilotage requirements, giving as much notice as possible.
If from an overseas port, advise "2S TORRES SYDNEY" 4 to 5 days in advance of pilotage requirements, stating ETA (name of boarding place), maximum draft and destination.

(continued on next page)

Confirm or adjust ETA 48 and 12 hours before arrival to "2S TORRES SYDNEY".

Pilots can board at any port in New South Wales and Queensland or:

Off Port Moresby—Basilisk Beacon for the Great North East Channel— launch service.

Off Point Cartwright (Brisbane Pilot Station)—launch service.

Off North Point (Gladstone) (23°44.0'S., 151°21.5'E.)—launch service or helicopter land-on operation.

Off Cairns fairway (16°49'S., 145°50'E.)—launch service. Long range VHF Channel 20 (call sign "TORRES PILOTS").

Edward Island (Whitsunday Island) (20°12'S., 149°14'E.)— helicopter service only.

Any other port or place by arrangement with "2S TORRES SYDNEY".

Reef Entrances.—

Grafton Passage pilot boarding place off Euston Reef (16°39'S., 146°14'E.)— launch service. Long range VHF Channel 20 call sign "TORRES PILOTS".

Palm Passage pilot boarding place off Pith Reef (18°13'S., 147°07'E.)—land-on helicopter is preferred.

Hydrographers Passage pilot boarding place off Blossum Bank (19°47'S., 158°24'E.)—helicopter land-on operation. VHF channel 16, working channel 9, call sign "TORRES HELICOPTER".

Boardings are by launch with the exception of Hydrographers Passage and Edward Island where a land-on helicopter is used. Limited use of land-on helicopters are available at other boarding grounds. This depends on aircraft availability and suitability of a vessel to accept a land-on helicopter. Vessels requiring pilot boarding by helicopter should request this service when ordering a pilot through "2S TORRES SYDNEY".

(DMAHTC/MCNN) 13/90

Page 239—Lines 1-4/L; strike out.

(DMAHTC/MCNN) 13/90

Page 239—Line 14/R; insert after:

Vessels entering or leaving the Inner Route by way of Grafton, Palm and Hydrographers Passages are restricted only by any draft limitation at the Australian port of arrival or departure.

(DMAHTC/MCNN) 13/90

PUB 127 4 Ed 1990 LAST NM 13/90

Page 137—Line 55/R; read:

side are 12.5m (41 ft.). No. 6, a coke loading facili-

(DMAHTC/MCNN) 22/90

PUB 127 4 Ed 1990 LAST NM 22/90

Page 299 —Line 5/L; insert after:

When southeasterly conditions prevail, a northeasterly set of up to 1 knot may be experienced across the entrance to Breakwater Harbor.

(DMAHTC/MCNN) 23/90

PUB 127 4 Ed 1990 LAST NM 23/90

Page 154—Line 51/L; read:

is a depth of 2.7m (8 $\frac{3}{4}$ ft.) over the bar outside the

(DMAHTC/MCNN) 26/90

PUB 127 4 Ed 1990 LAST NM 26/90

Page 361—Lines 16-18/L; read:

edge to attempt to cross the bar. If pilotage is required, then send ETA 48 hours in advance of arrival at the port roadstead. Before attempting entry, contact must be established with Harbor Supervisor. Vessels wishing to enter or requiring assistance should contact Wellington (ZLW) or Awarua (ZLB).

(DMAHTC/MCNN) 32/90

Page 137—Lines 14-15/R; read:
of 183m (602 ft.) and alongside depths of 8.8 to 9.6m ($28\frac{3}{4}$ to $31\frac{1}{2}$ ft.).
(DMAHTC/MCNN) 36/90

Page 137—Lines 27-30/R; read:
depths of 11.4m ($37\frac{1}{3}$ ft.). The Eastern Basin Berths, formerly known as Basin Coal Loader berths, have depths alongside of 11.4m ($37\frac{1}{3}$ ft.).
(DMAHTC/MCNN) 36/90

Page 137—Line 38/R; read:
(1771 ft.), and depths of 15.8 to 16m ($51\frac{3}{4}$ to $52\frac{1}{2}$
(DMAHTC/MCNN) 36/90

Page 238—Lines 45-57/R; read:
Island (10°35'S., 142°15'E.).

South and east bound vessels.—

Pilots board $4\frac{1}{2}$ miles W of Booby Island or $2\frac{1}{4}$ miles W of Goods Island. Vessels requiring pilots should give 4 to 5 days notice to "2S TORRES SYDNEY" advising ETA, at Booby or Goods pilot station, maximum draft, and destination.

Confirmation or adjustment of the ETA should be sent direct to "4I TORIND", Thursday Island, 24 and 6 hours prior to arrival, giving local time.

Pilot station (call sign Reef Pilots) maintains watch on VHF Channels 16 and 20. The Pilot Station should be called at least 2 hours before arriving at the Pilot Boarding Ground. The initial call should be made on VHF Channel 20 which has an extended range; if no contact is made on Channel 20 calls should be made on Channel 16.

The working channel for the Pilot Station is Channel 20.

Pilot launches maintain watch on Channel 16 when on station.

North and west bound vessels.—

If in an Australian port, advise "2S TORRES SYDNEY" of pilotage requirements, giving as much notice as possible.

If from an overseas port, advise "2S TORRES SYDNEY" 4 to 5 days in advance of pilotage requirements, stating ETA (name of boarding place), maximum draft and destination.

Confirm or adjust ETA 48 and 12 hours before arrival to "2S TORRES SYDNEY".

Pilots can board at any port in New South Wales and Queensland or:

Off Port Moresby—Basilisk Beacon for the Great North East Channel— launch service.

Off Point Cartwright (Brisbane Pilot Station)—launch service.

Off North Point (Gladstone) (23°44.0'S., 151°21.5'E.)—launch service or helicopter land-on operation.

Off Cairns fairway (16°49'S., 145°50'E.)—launch service. Long range VHF Channel 20 (call sign "TORRES PILOTS").

Edward Island (Whitsunday Island) (20°12'S., 149°14'E.)— helicopter service only.

Any other port or place by arrangement with "2S TORRES SYDNEY".

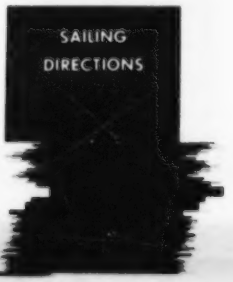
Reef Entrances.—

Grafton Passage pilot boarding place off Euston Reef (16°39'S., 146°14'E.)— launch service. Long range VHF Channel 20 call sign "TORRES PILOTS".

Palm Passage pilot boarding place off Pith Reef (18°13'S., 147°07'E.)—land-on helicopter subject to suitable aircraft availability. Vessels unable to accept a land-on helicopter are advised that a launch service is available at Grafton Passage (see below).

Hydrographers Passage pilot boarding place off Blossum Bank (19°47'S., 158°24'E.)—helicopter land-on operation. VHF channel 16, working channel 9, call sign "TORRES HELICOPTER".

Boardings are by launch with the exception of Hydrographers Passage and Edward Island Palm Passage, where a land-on helicopter is used. Limited use of land-on helicopters is available at other boarding grounds. This depends on aircraft availability and suitability of a vessel to accept a land-on helicopter. Vessels requiring pilot boarding by helicopter should request this service when ordering a pilot through "2S TORRES SYDNEY".
(DMAHTC/MCNN) 38/90



Page 207—Lines 30-32/R; read:
Pilots.—Pilotage is compulsory for vessels 35m (115 ft.) LOA and over and is available 24 hours. Send ETA and estimated draft, together with a request for a pilot, from the last port of call to the Harbormaster or agent. Confirm ETA 72, 48, 24 and 12 hours in advance. Pilot boards about $1\frac{3}{4}$ miles NE of Fairway light beacon.
(DMAHTC/MCNN) 40/90

PUB 127 4 Ed 1990 LAST NM 38/90

Page 330—Line 48/L; read:
sula of which Palmer Head is the S tip A conspicuous monument, which consists of a white cylindrical tower 8m (26 $\frac{1}{4}$ ft.) high, stands close N of Palmer Head. Beacon
(DMAHTC/MCNN) 41/90

PUB 127 4 Ed 1990 LAST NM 41/90

Page 207—Lines 1-5/R; read:
has 6 berths available. Berth No. 1 has a depth of 8.1m (26 $\frac{1}{2}$ ft.), berth No. 2 has a depth of 8.2m (26 $\frac{3}{4}$ ft.), berth No. 3 has a depth of 8m (26 $\frac{1}{4}$ ft.), berth No. 4 has a depth of 7.9m (25 $\frac{3}{4}$ ft.), berth No. 5 has a depth of 7.1m (23 $\frac{1}{4}$ ft.), and berth No. 6 has a depth of 6.6m (21 $\frac{1}{2}$ ft.). Bulk grain is handled at berth No. 3 and berth No. 6 handles container traffic.
(33(474)90 Sydney) 44/90

Page 207—Line 10/R; read:
side depths of 8.2m (26 $\frac{3}{4}$ ft.). Bulk fertilizer is dis-
(33(474)90 Sydney) 44/90

Page 207—Line 13/R; read:
nal. The berth has alongside depths of 9.3m (30 $\frac{1}{2}$
(33(474)90 Sydney) 44/90

Page 207—Line 15/R; read:
9.2m (30 ft.) and will accommodate vessels with
(33(474)90 Syndey) 44/90

PUB 127 4 Ed 1990 LAST NM 44/90

Page 96—Lines 18-19/L; read:
good radar target for up to 18 miles.
(40(572)90 Sydney) 49/90

PUB 127 4 Ed 1990 LAST NM 49/90

Page 331—Line 9/R; read:
pulsory N of Point Gordon for all vessels over 200 GRT.
(BA NM 46/90) 4/91

Page 331—Line 21/R; read:
copter which transfers pilots by winching. A 1 hour confirmation to Wellington Harbor Radio is required to establish whether helicopter or pilot vessel will be used. Pilots
(BA NM 46/90) 4/91

PUB 127 4 Ed 1990 LAST NM 4/91

Page 188—Line 9/L; insert after:
Navigational Aids.—Flat Top Island, SE of East Point, is marked by a light. Leading lights, in line 288°, lead N of the Downward Patches to Mackay Outer Harbor.
(48(671)90 Sydney) 5/91

PUB 127 4 Ed 1990 LAST NM 5/91

Page 151—Lines 28-32/R; read:
seaward had a depth (1990) of 13.5m (44$\frac{1}{4}$ ft.) and extends about 14 miles, to a point off the WSW extent of Spitfire Bank (27°01'S., 153°16'E.). Spitfire Channel, with a depth of 13m (42$\frac{2}{3}$ ft.) (1990), leads from North West Channel to the NE
(50(702(T))90 Sydney) 7/91

Page 151—Lines 39-41/R; read:
Middle Banks. In 1990 the W cut had a depth of 14m (46 ft.), while the E cut had a depth of 13m (42 $\frac{2}{3}$ ft.). North East Channel, entered about 6 miles
(50(702(T))90 Sydney) 7/91

Page 160—Line 28/L; read:
(1990) that the approach channel for the Port of
(50(708(T))90 Sydney) 7/91

Page 162—Lines 47-48/R; read:
Channel Depths.—It was reported (1990) there was a least depth of 7.4m (24 $\frac{1}{4}$ ft.) in the approach
(50(709(T))90 Sydney) 7/91

Page 187—Line 17/L; read:
depth of 17m (55 $\frac{3}{4}$ ft.) alongside.
(50(710(T))90 Sydney) 7/91

Page 187—Line 51/R; read:
berths, with depths of 10 to 10.6m (32 $\frac{3}{4}$ to 34 $\frac{3}{4}$
(50(711(T))90 Sydney) 7/91

Page 187—Line 55/R; read:
12m (39 $\frac{1}{3}$ ft.).
(50(711(T))90 Sydney) 7/91

Page 193—Line 43/L; insert after:
The depth at the berth is 19.4m (63 $\frac{2}{3}$ ft.). There is a depth of 17.2m (56 $\frac{1}{3}$ ft.) in the approaches.
(50(712(T))90 Sydney) 7/91

Page 194—Lines 36-38/R; read:
(35 $\frac{3}{4}$ ft.) and Platypus Channel a depth of 10.5m (34 $\frac{1}{3}$ ft.). Swing basin depths are 10.2m (33 $\frac{1}{2}$ ft.) to Berth No. 1, 10.4m (34 ft.) to Berths No. 2 and 3, and 8.6m (28 $\frac{1}{4}$ ft.) to Pier Berth and No. 4.
(50(713(T))90 Sydney) 7/91

Page 195—Line 7/L; read:
2.4m (7 $\frac{3}{4}$ ft.) in 1990. After heavy rains a consider-
(50(713(T))90 Sydney) 7/91

Page 195—Line 13/L; read:
E breakwater has alongside depths of 10.8m (35 $\frac{1}{3}$
(50(713(T))90 Sydney) 7/91

Page 195—Line 18/L; read:
and alongside depths of 10.7m (35 ft.) handles
(50(713(T))90 Sydney) 7/91

Page 195—Line 21/L; read:
and alongside depths of 11.4m (37 $\frac{1}{3}$ ft.) is a con-
(50(713(T))90 Sydney) 7/91

Page 195—Line 29/L; read:
berth has alongside depths of 7.1m (23 $\frac{1}{4}$ ft.) and a
(50(713(T))90 Sydney) 7/91

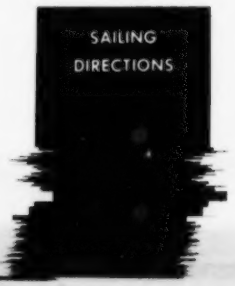
Page 195—Line 33/L; read:
ores. Depths alongside the pier are 11m (36
(50(713(T))90 Sydney) 7/91

Page 195—Line 37/L; read:
Depths alongside the pier are 8.8m (28 $\frac{3}{4}$ ft.).
(50(713(T))90 Sydney) 7/91

Page 195—Line 40/L; read:
side depths of 9.5m (31 ft.), and will accept ves-
(50(713(T))90 Sydney) 7/91

Page 195—Line 42/L; read:
Berth No. 10, with a depth of 7.3m (24 ft.)
(50(713(T))90 Sydney) 7/91

Page 197—Line 8/L; read:
(November 1990) of 3.3m (10 $\frac{3}{4}$ ft.) in the channel over the bar. Small
(50(714(T))90 Sydney) 7/91



Page 198—Line 53/L; read:
with a depth of 6.2m (20 $\frac{1}{3}$ ft.). The bottom
(50(715(T))90 Sydney) 7/91

Page 207—Line 27/L; read:
which had a depth of 8.5m (27 $\frac{3}{4}$ ft.) in 1990, leads
(50(716(T))90 Sydney) 7/91

Page 248—Lines 19-25/R; read:
of 4m (13 ft.). Caltex Jetty, the farthest E, is 23m (75 ft.) long at its head and has a depth of 5m (16$\frac{1}{3}$ ft.) alongside. Engineers Jetty is 28m (92 ft.) long at its head and has a depth of 3.1m (10 ft.) alongside. Horn Island Jetty across the harbor, is L-shaped, 12m (39 ft.) long, and has a depth of 4m (13 ft.) alongside.
(50(719(T))90 Sydney) 7/91

PUB 127 4 Ed 1990 LAST NM 7/91

Page 160—Line 34/R; read:
boarding place lies 1 $\frac{3}{4}$ miles NE of S1 and S2 light
(1(33)91 Sydney, US NM 10/89) 9/91

Page 278—Line 15/R; insert after:
The basin between Queens and Princes Wharves is dredged to 7 to 11m (23 to 36 ft.).
(2(25)91 Auckland) 9/91

Page 318—Lines 21-23/L read:
in Port Taranaki: 10m (32$\frac{3}{4}$ ft.) draft, 225m (738 ft.) LOA and 35m (115 ft.) beam. The maximum draft may be
(2(26)91 Auckland) 9/91

Page 318—Line 41/L; insert after:
Vessels up to 225m (738 ft.) LOA, 32.3m (106 ft.) beam and 10m (32 $\frac{3}{4}$ ft.) draft can be accommodated at Blyde Nos. 1 and 2. Vessels up to 78m (256 ft.) LOA and 6.5m (21$\frac{1}{3}$ ft.) draft can berth at Blyde No. 3.
(2(26)91 Auckland) 9/91

Page 318—Line 52/L; insert after:
Vessels up to 212m (695 ft.) LOA, 35m (115 ft.) beam and 10m (32$\frac{3}{4}$ ft.) draft can be accommodated at Newton King.
(2(26)91 Auckland) 9/91

Page 318—Line 3/R; insert after:
Vessels up to 98m (321 ft.) LOA, 20m (65 $\frac{1}{2}$ ft.) beam and 6m (19$\frac{2}{3}$ ft.) draft can be accommodated at Moturoa No. 1. Vessels up to 196m (643 ft.) LOA, 32.3m (106 ft.) beam and 9.8m (32 ft.) draft can be accommodated at Moturoa No. 2. Vessels up to 75m (246 ft.) LOA, 20m (65 $\frac{1}{2}$ ft.) beam and 5.5m (18 ft.) draft can be accommodated at Moturoa No. 3.
(2(26)91 Auckland) 9/91

Page 261—Line 17/R; insert after:

Caution.—A dangerous submerged rock has been reported (1991) to lie about 400 yards S of Tareha Point.

(3(36)91 Auckland) 12/91

Page 273—Line 12/R; read:

(30 ft.) high, and marked by a light, which is partially obscured by trees from SE through SW, lies 400 yards NW of Beaumont

(4(40)91 Auckland) 13/91

Page 324—Lines 5-8/R; read:

for about 305m (1,000 ft.) and are about 183m (600 ft.) apart. A timber training wall, 145m (745 ft.) long and reported (1991) in ruins, runs from the South Mole in a W direction, beginning at a position 227m (745 ft.) from the mole end. The distance

(5(46)91 Auckland) 13/91

Page 355—Lines 22-23/L; read:

vessels that can cross the bar. Vessels up to 120m (394 ft.) in length can turn in the harbor at high wa-

(BA NM 9/91, Part IV) 18/91

Page 355—Line 25/L; read:

5.4m (17 $\frac{3}{4}$ ft.) forward. Vessels up to 130m (426

(BA NM 9/91, Part IV) 18/91

Page 355—Lines 27-28/L; read:

swinging room if drawing not more than 4.9m (16 ft.) forward.

(BA NM 9/91, Part IV) 18/91

Page 286—Lines 28-30/L; read:

is a power cable, which connects Katikati Entrance with Western Entrance. The cable is overhead, except for a 75m (246 ft.) wide gap, where it is buried.

Caution.— Depths on the bar are subject to frequent change. It is dangerous to cross the bar without recent local knowledge.

(11(76)91 Auckland) 21/91

Page 292—Line 2/L; insert after:

Caution.— Depths shoaler than charted may exist from East Island to Whahariki Point out to the 20m (11 fm) contour.

(12(83)91 Auckland) 21/91

Page 404—Lines 31-32/R; read:

were seen when passing Blanche Rock. Kelp has been reported lying up to 2 $\frac{1}{4}$ miles SE of the island.

(US NM 3/88; 13(88)91 Auckland) 22/91

Page 405—Line 37/R; read:

entrance points, there is a depth of 47.5m (26 fm),

(US NM 3/88) 22/91

Page 29—Lines 8-10/L; strike out.

(12(162)91 Sydney) 23/91

Page 173—Line 39/L; read:

side of the islet. A depth of 8.2m (27 ft.) lies in an approximate position about 1 mile SW of the islet.

(13(170)91 Sydney; US CH 74071) 23/91

Page 173—Lines 44-45/L; read:
Depth of as little as 7.3m (24 ft.) lie up to 2 $\frac{1}{2}$ miles NE and 1 $\frac{1}{2}$ miles NNE of Chilcott Islet. A depth of 11.9m (6 $\frac{1}{2}$

(13(170)91 Sydney; US CH 74071) 23/91

Page 238—Lines 45-57/R; read:
Island (10°35'S., 142°15'E.).

South and east bound vessels.—

Pilots board 4 $\frac{1}{2}$ miles W of Booby Island of 2 $\frac{1}{4}$ miles W of Goods Island. Vessels requiring pilots should give 4 to 5 days notice to "2S TORRES SYDNEY" advising ETA, at Booby or Goods pilot station, maximum draft, and destination.

Confirmation or adjustment of the ETA should be sent direct to "41 TORIND", Thursday Island, 24 and 6 hours prior to arrival, giving local time.

Pilot station (call sign Reef Pilots) maintains watch on VHF Channels 16 and 20. The Pilot Station should be called at least 2 hours before arriving at the Pilot Boarding Ground. The initial call should be made on VHF Channel 20 which has an extended range; if no contact is made on Channel 20, calls should be made on Channel 16.

The working channel for the Pilot Station is Channel 20.

Pilot launches maintain watch on Channel 16 when on station.

North and west bound vessels.—

If in an Australian port, advise "2S TORRES SYDNEY" of pilotage requirements, giving as much notice as possible.

If from an overseas port, advise "2S TORRES SYDNEY" 4 to 5 days in advance of pilotage requirements, stating ETA (name of boarding place), maximum draft and destination.

Confirm or adjust ETA 48 and 12 hours before arrival to "2S TORRES SYDNEY".

Pilots can board at any port in New South Wales and Queensland or

Off Port Moresby—Basilisk Beacon for the Great North East Channel—launch service.

Off Point Cartwright (Brisbane Pilot Station)—launch service.

Off North Point (Gladstone) (23°44.0'S., 151°21.5'E.) — launch service or helicopter land-on operation.

Off Cairns fairway (16°49'S., 145°50'E.) — launch service. Long range VHF Channel 20 (call sign "TORRES PILOTS").

Edward Island (Whitsunday Island) (20°12'S., 149°14'E.) — helicopter service only.

Any other port or place by arrangement with "2S TORRES SYDNEY".

Reef Entrances.—

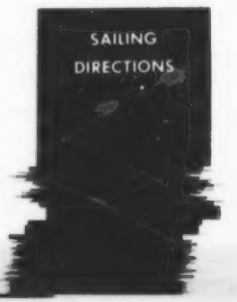
Grafton Passage pilot boarding place off Euston Reef (16°39'S., 146°14'E.) — launch service. Long range VHF Channel 20 call sign "TORRES PILOTS".

Palm Passage pilot boarding place off Pith Reef (18° 13'S., 147°07'E.) — land-on helicopter subject to suitable aircraft availability. Vessels unable to accept a land-on helicopter are advised that a launch service is available at Grafton Passage (see below).

Hydrographers Passage pilot boarding place off Blossum Bank (19°44'S., 150°26'E.) — helicopter land-on operation. VHF channel 16, working Channel 9, call sign "TORRES HELICOPTER".

Boardings are by launch with the exception of Hydrographers Passage and Edward Island Palm Passage, where a land-on helicopter is used. Limited use of land-on helicopters is available at other boarding grounds. This depends on aircraft availability and suitability of a vessel to accept a land-on helicopter. Vessels requiring pilot boarding by helicopter should request this service when ordering a pilot through "2S TORRES SYDNEY".

(13(171)91 Sydney) 23/91



Page 194—Line 26/L; insert after:
Salamander Reef, which dries 1.2m (4 ft.), lies about 3 miles E of Cape Cleveland.
(US CH 74232) 24/91

Page 263—Lines 9-11/R; read:
of Ti Point. A directional light leads through
(US NM 48-87; BA NP 51) 24/91

Page 439—Line 64/L; insert after:
SALAMANDER REEF 19 11S 147 04E 7.22
(US CH 74232) 24/91

PUB 127 4 Ed 1990 LAST NM 18/91

Page 57—Line 28/L; read:
depths of 5.5m (18 ft.) on the line of the directional light in the
(US NM 14/91) 25/91

Page 58—Line 20/L; read:
bar. A bar, with a depth of 2.5m (8 ft.) over it, ex-
(BA NP 14, Supp 4-89) 25/91

Page 58—Lines 24-32/L; strike out.
(BA NP 14, Supp. 4-89; US NM 50/90) 25/91

Page 58—Lines 35-42/L; read:
In 1987, the Fairway lighted buoy was moored 4 miles SSE of the W extremity of Drum Island. Another lighted buoy was moored about 2 $\frac{1}{2}$ miles SE of the same point.
(BA NP 14, Supp. 4-89) 25/91

PUB 127 4 Ed 1990 LAST NM 25/91

Page 194—Lines 35-38/R; read:
to the harbor. Sea Channel has a depth of 10.8m (35 $\frac{1}{2}$ ft.); Platypus Channel has a depth of 10.3m (33 $\frac{3}{4}$ ft.). Swing basin depths are 10m (32 $\frac{3}{4}$ ft.) to Berths No. 1 and 3, 10.2m (33 $\frac{1}{2}$ ft.) to Berth No. 2, and 8.2m (27 ft.) to the pier berths.
(17(220(T))91 Sydney) 26/91

Page 195—Line 7/L; read:
2.2m (7 $\frac{1}{4}$ ft.) in 1991. After heavy rains a consider-
(17(220(T))91 Sydney) 26/91

Page 195—Line 13/L; read:
E breakwater has alongside depths of 11m (36 ft.)
(17(220(T))91 Sydney) 26/91

Page 195—Line 18/L; read:
and alongside depths of 11m (36 ft.) handles
(17(220(T)) 91 Sydney) 26/91

Page 195—Line 25/L; read:
alongside depths of 11.3m (37 ft.) will also accept
(17(220(T))91 Sydney) 26/91

Page 195—Line 29/L; read:
berth has alongside depths of 6m (19 $\frac{1}{2}$ ft.) and a
(17(220(T))91 Sydney) 26/91

Page 195—Line 37/L; read:
Depths alongside the pier are 9.7m (31 $\frac{3}{4}$ ft.).
(17(220(T))91 Sydney) 26/91

Page 195—Line 40/L; read:
side depth of 9.9m (32 $\frac{1}{2}$ ft.), and will accept ves-
(17(220(T)) 91 Sydney) 26/91

Page 195—Line 42/L; read:
Berth No. 10, with a depth of 6.8m (22 $\frac{1}{4}$ ft.) alongside,
(17(220(T)) 91 Sydney) 26/91

Page 296—Line 50/R; read:
Table Cape (39°06'S., 178°00'E.), marked by a light, is the E termination of Mahia
(US CH 76160) 26/91

Page 296—Line 53/R; insert after:
A conspicuous radio mast, 94m (308 ft.) high and painted in red and white bands, lies about 2 $\frac{1}{4}$ miles W of Table Cape.
(17(119)91 Auckland) 26/91

PUB 127 4 Ed 1990 LAST NM 26/91

Page 212—Line 48/L; read:
Reef. Ottaway Patch, with a depth of 6.3m (20 $\frac{1}{2}$ ft.)
(US NM 14/91) 27/91

Page 263—Line 58/L; read:
1 mile E of Manawaora. The bank breaks in moderate swells.
(20(139)91 Auckland) 27/91

Page 263—Line 1/R; read:
A prominent
(20(139)91 Auckland) 27/91

PUB 127 4 Ed 1990 LAST NM 27/91

Page 195—Line 53/L; read:
are boarded about $\frac{3}{4}$ mile ENE of Bremmer
(19(234)91 Sydney) 28/91

PUB 127 4 Ed 1990 LAST NM 28/91

Page 187—Line 10/L; read:
SE is dredged to 13m (42 $\frac{1}{2}$ ft.).
(23(290(T)) 1991 Sydney) 30/91

Page 187—Line 14/L; read:
16.4m (53 $\frac{3}{4}$ ft.) alongside.
(23(290(T)) 1991 Sydney) 30/91

Page 187—Line 17/L; read:
depth of 16.7m (54 $\frac{1}{2}$ ft.) alongside.
(23(290(T)) Sydney) 30/91

Page 187—Line 27/L; read:
(1,608 ft.) long, with a depth of 19.6m (64 $\frac{1}{4}$ ft.)
(23(290(T)) 1991 Sydney) 30/91

PUB 127 4 Ed 1990 LAST NM 30/91

Page 38—Line 10/L; read:
(47 ft.) extends to abreast Sandy Point. Then a channel dredged to 14.1m (46 $\frac{1}{4}$ ft.) extends be- ...
(20(254(T)) 91 Sydney) 31/91

Page 38—Lines 35-37/L; read:
No. 1 Berth, the S berth, is a Ro/Ro berth for vessels with a stern door and is dredged to a depth of 11.5m (37 $\frac{3}{4}$ ft.). No. 2 Berth, dredged to a depth of 10.5m (34 $\frac{1}{2}$ ft.), can ...
(20(254 (T)) 91 Sydney) 31/91

Page 207—Line 27/L; read:
which had a depth of 7.8m (25 $\frac{1}{2}$ ft.) in 1991, leads ...
(20(251(T)) 91 Sydney) 31/91

Page 286—Line 261/R; read:
the vicinity of Tauranga when in depths of less than 30m (16 $\frac{1}{2}$ fm).
(25(168)91 Auckland) 31/91

Page 299—Line 3/R; read:
Friday. Confirm or amend ETA before 0800 Saturday/ Sunday for arrivals within the following 24 hours. Vessels arriving on public holidays should ...
(BA NM 23/91, Part VI) 31/91

PUB 127 4 Ed 1990 LAST NM 31/91

Page 20—Line 40/R; read:
dredged depth of 11m (36 ft.). The W limit is
(US NM 38/90) 35/91

Page 22-Line 4/L; read:
The passage is marked by a range light and by
(38(528)88 Sydney; 27(341)91 Sydney) 35/91

Page 22—Line 8/L; read:
tween two beacons located, respectively, 300 yards
(38(528)88 Sydney) 35/91

Page 230—Line 9/R; read:
(32 $\frac{3}{4}$ ft.) line lies 1 mile N of the point. A dangerous submerged rock lies about 1,600 yards NE of the point.
(26(324)91 Sydney; US CH 74281) 35/91

PUB 130 4 Ed 1987 NEW EDITION

(DMAHTC) 42/87

Page 156—Lines 22-27/R; read:
Northern limit of the area—
(a) 37°59'51"N., 23°31'19"E.
(b) 38°00'21"N., 23°35'08"E.
(c) 38°00'15"N., 23°35'24"E.
Southern limit of the area—
(d) 37°57'54"N., 23°32'36"E.
(e) 37°58'00"N., 23°33'24"E.
(DMAHTC/MCNN) 45/87

PUB 130 4 Ed 1987 LAST NM 45/87

Page 132—Lines 29-35/L; read:
38°55'10"N., 08°42'30"E.
38°50'00"N., 08°50'00"E.
38°40'00"N., 08°50'00"E.
38°40'00"N., 08°39'00"E.
38°40'00"N., 08°24'30"E.
Isolotto Il Toro
Isolotta la Vacca
39°00'00"N., 08°29'00"E.
39°00'00"N., 08°32'00"E.
Punta Menga

E321.— Enclosed by a line joining the following positions.
38°55'10"N., 08°42'30"E.
38°50'00"N., 08°48'00"E.
38°46'15"N., 08°48'00"E.
38°43'30"N., 08°41'15"E.
38°49'00"N., 08°26'00"E.
Isolotta la Vacca
38°57'00"N., 08°37'06"E.
(DMAHTC/MCNN) 25/88

Page 139—Lines 46-49/L; read:
36°26'N., 35°29'E.
36°17'N., 35°24'E.
36°32'N., 34°42'E.
36°40'N., 34°52'E.
(DMAHTC/MCNN) 25/88

37°55'54"N., 23°23'00"E.
37°56'36"N., 23°23'00"E.
(DMAHTC/MCNN) 25/88

Page 25—Lines 10-11/L; read:
The official language is Turkish.
(DMAHTC/MCNN) 11/89

Page 25—Lines 27-29/L; read:
23, National Sovereignty and Children's Day; May 19, Youth and Sports Holiday; Aug. 30,
(DMAHTC/MCNN) 11/89

Page 25—Lines 34-35/L; read:
STANDARD TIME.— Two hours fast of G.M.T. During Summer Time, three hours fast of G.M.T.
(DMAHTC/MCNN) 11/89

Page 23—Lines14-25/R; read:
REGULATIONS.— The Lebanese authorities announced (1989) that all Lebanese and foreign merchant vessels calling at Lebanese ports must advise the port of Bayrut (Beirut) and the ports of destination 24 hours prior to arrival. Vessels must approach Bayrut by the recognized sea lanes where they will be subject to control by the maritime and customs authorities before continuing to the legal ports of destination.

The legal and commercial ports are Bayrut, Tarabulus (Tripoli), Juniyah (Jounieh), Sayde (Sidon) and Sur (Tyr) with the addition of certain private and specialized ports (Shikka Atigah and Selaata).

Any commercial vessels found outside these sea lanes or visiting ports other than the legal ports will be formally banned and severely penalized.
(DMAHTC/MCNN) 45/89

Page III—Line 13/L; read:
Defense Directive 5105.40, dated 12 December 1988,
(DMAHTC/MCNN) 37/90

Page III—Line 44/L; insert after:

SPECIAL WARNINGS.—A Special Warning may be in force for the geographic area covered by this publication. Special Warnings are printed in the weekly Notice to Mariners upon promulgation and are reprinted annually in Notice to Mariners No. 1. A listing of Special Warnings currently in force is printed in each weekly Notice to Mariners, Section III, Broadcast Warnings, along with the notice number of promulgation. In force Special Warnings are also available on NAVINFONET.

(DMAHTC/MCNN) 37/90

Page 20—Lines 24-56/L; read:
requesting access to Libyan ports. These regulations are in force as of 10 October 1990.

1. Ships bound to any Libyan port must:
   A. Inform their agent in Libya from port of departure of the following:
      Name of vessel
      Nationality of vessel
      Call sign
      Name and address of owner
      Name and nationality of master
      No. of crew and passengers
      Gross tonnage
      Type of cargo
      Destination port
      ETA
   B. Twenty four hours prior to arriving at the selected approach point, contact the nearest coastal station to confirm the above information and include the following:
      Position
      Speed
      Course at that moment
      Approach point to be used
      Sea state
      Ship's condition (trim, list, draft)
   C. Upon arrival at the approach point contact the port of destination to confirm ETA, course and speed.
2. Ships leaving any Libyan port on an international voyage must:
   A. Give 4 hours notice through her agent, including the following:
      Name
      Call sign
      No. of crew and passengers
      Next port
      Cargo on board
      Course and speed to the outer limit of the port and to the limit of Libyan territorial waters.
   B. Insure regular communication with the port radio and coastal station on Channel 16.
3. Ships in transit between Libyan ports must:
   A. Give notice through her agent of the following:
      Name
      Call sign
      ETD
      Cargo on board
      Next port
      ETA
      Draft
      Courses and speeds.
   B. Insure continuous monitoring of Channel 16.
   C. Insure regular contact with port radio and/or coastal station every 4 hours.

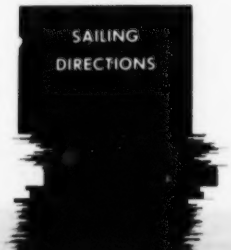
4. All ships must abide by the anchorage and prohibited areas and adjust their course to pass one of the approach points.

5. All ships must insure that they have on board all certificates and documents required including the safe minimum manning certificate when entering any Libyan port or passing through Libyan waters.

6. Ships that violate these regualtions may be subject to punitive penalties.

(Libyan Marine Inspectorate) 44/90

Page 20—Lines 1-16/R; strike out.
(DMAHTC/MCNN) 44/90



(DMAHTC) 12/89

PUB 131 6 Ed 1989 LAST NM 12/89

Page 408—Lines 41-42/R; read:
gross tons. Pilots board 2 miles off Porto Corsini, or ½ to 1 mile off the offshore petroleum berths. Pilots will not handle ships or transit
(DMAHTC/MCNN) 25/89

Page 417—Lines 39-42/L; read:
Pilots.—See 19.06.
(DMAHTC/MCNN) 25/89

Page 418—Lines 15-21/L; read:
Pilots.— Pilotage for Porto di Malamocco and Porto di Lido is compulsory for vessels over 500 gross tons, and is available around the clock. Pilots board at the sea buoy, but may be unable to proceed past the breakwater in bad weather.

The pilot should be contacted for instructions at least 24 hours prior to arrival. If no radio contact is made, the vessel must proceed to the roadstead at Porto di Lido, anchoring if necessary, and await instructions. Anchorage off Porto di Malamocco is permitted for short periods only, to await the pilot.

On anchoring, vessels should report their positions relative to the head of the Porto di Lido S breakwater. Radar assistance is available.
(DMAHTC/MCNN) 25/89

Page 441—Lines 25-28/L; read:
Pilots.— Pilotage, compusory for vessels over 500 grt, is available around the clock. Pilots board large tankers 1½ miles W of the N end of Diga Luigi Rizzo; other vessels are boarded ½ mile further E. A representative of the Captain of the port
(DMAHTC/MCNN) 25/89

Page 439—Line 45/L; read:
11.9m (39 ft.), but in 1988 was reported to be obstructed by a bar with a depth of 7.6m (25 ft.).
(DMAHTC/MCNN) 25/89

PUB 131 6 Ed. 1989 LAST NM 25/89

Page 469—Line 18/R; read:
16.12 vice 16.11.
(DMAHTC/MCNN) 38/89

Page 482—Line 44/R; read:
16.11 vice 16.13.
(DMAHTC/MCNN) 38/89

Page 482—Line 45/R; read:
16.11 vice 16.13.
(DMAHTC/MCNN) 38/89

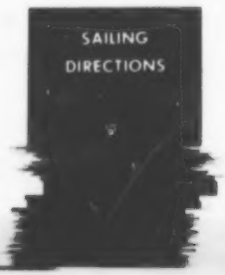
PUB 131 6 Ed 1989 LAST NM 38/89

Page 131—Line 51/L; insert after:
It is reported (1989) that the breakwaters are not radar prominent until the vessel is close to the port.
(DMAHTC/MCNN) 48/89

Page 166—Line 28/L; insert after:
It is reported (1989) that a submarine buoy with a least depth of 427m (234 fm) over it, is moored about 14 1/2 miles SW of the cape.
(DMAHTC/MCNN) 48/89

Page 323—Line 14/R; read:
in Marsamxett except for an extensive yacht harbor which can accommodate craft up to 4.2m (13 3/4 ft.) draft.
(DMAHTC/MCNN) 48/89

(continued on next page)



Page 324—Lines 30-36/L; read:
tory Wharf and Magazine Wharf have a combined length of 440m (1,443) ft.) with depths of 12.2 to 15m (40 to 49 ft.) alongside; bulk vessels up to 80,000 dwt can be handled. A berth adjacent to Laboratory Wharf with depths of 7.3m (24 ft.) is used by ro-ro vessels. Flagstone Wharf is 217m (712 ft.) long with depths of 13.7m (45 ft.) alongside. Crucifix Wharf, an extension of the Deep Water Wharf, is 240m (787 ft.) long with depths of 10m (33 ft.) alongside; it is used for the discharge of cement vessels and occasionally by cruise ships.
(DMAHTC/MCNN) 48/89

Page 324—Line 3/R; read:
bagged cargoes. In addition, there are extensive repair facilities which can accommodate vessels up to 300,000 dwt.
(DMAHTC/MCNN) 48/89

Page 324—Line 10/R; read:
Pilots.—Pilotage is compulsory for vessels over 500 grt. The pilot boards
(DMAHTC/MCNN) 48/89

Page 324—Lines 13-18/R; read:
during daylight hours for large vessels. The pilot can be contacted by VHF. Vessels should send ETA at least 2 hours in advance and when 5 miles from the fairway buoy. Vessels carrying petroleum or other hazardous cargoes should send ETA 48 hours in advance through Malta (9HD). When during NE
(DMAHTC/MCNN) 48/89

Page 325—Lines 8-10/L; strike out.
(DMAHTC/MCNN) 48/89

Page 325—Lines 25-27/L; read:
play the following additional signals:
International Code numeral pennant "2" or
(DMAHTC/MCNN) 48/89

Page 325—Line 3/R; read:
to 1,400 yards seaward. Several prominent radio masts stand close SE of Ricasoli Point.

Caution.—A submarine pipeline extends about 1/2 mile NE from a point on the shore 1 mile SE of Ricasoli Point. A restricted area, the limits of which are shown on the chart, lies adjacent to the pipeline.
(DMAHTC/MCNN) 48/89

Page 325—Line 21/R; insert after:
Ponta ta Delimara (35°49'N., 14°34'E.) at the S end of a peninsula, ends in a cliff 15m (49 ft.) high. A light-tower stands about 350 yards N of the S extremity. Two radio masts stand close S of the light-tower. An islet 4m (13 ft.) high, stands close S of the point. A buoy is moored about 400 yards SSE of the point.
(DMAHTC/MCNN) 48/89

Page 325—Line 44/R; read:
alongside which will accommodate vessels up to 200,000 dwt. The port will serve as a central destina-
(DMAHTC/MCNN) 48/89

Page 326—Lines 3-4/R; read:
Caution.—A wave recorder buoy is moored about 1/4 mile SW of Ponta ta Delimara. Vessels should
(DMAHTC/MCNN) 48/89

Page 326—Line 12/R; insert after:
Il-Minkba lies about 3 1/4 miles W of Ponta ta Benghisa. The coast between is cliffy but the cliffs are more precipitous and lighter in color than those farther W. Prominent radio masts stand about 1/2 mile N and 3/4 mile E of Il-Minkba. Torri tal Wied Zurrieg 12m (39 ft.) high, stands on the coast about 1 mile W of Il-Minkba.

Hamrija Bank with depths of 5.5 to 18m (18 to 59 ft.), extends about 1/2 mile from the shore 2 miles W of Il-Minkba.

Ix-Xagga, a small cove, lies 3 miles WNW of Il-Minkba. A continuous wall of steep-to cliffs, above

(continued on next page)

which stands the highest part of the island, extends 6 miles NW from the cove to Ras ir-Raheb. A disused signal station with conspicuous radio masts standing 1/2 mile SE, is situated on the coast about 2 1/4 miles NW of Ix-Xagga.

Fomm-ir-Rih is a bay entered close N of Ras ir-Raheb. The S side is faced with a perpendicular cliff 37 to 52m (121 to 171 ft.) high.

Ghajn Tuffieha is a bay entered about 1 1/2 miles N of Ras ir-Raheb. Il Qarraba is a prominent rocky promontory forming the S entrance point. A watch tower stands at the head of the bay and conspicuous hotel buildings stand close E and 1/4 mile N of the watch tower.

(DMAHTC/MCNN) 48/89

Page 326—Lines 18-20/R; read:

Benghisa Reef, with a least depth of 5.5m (18 ft.) over it, lies near the E end of the spit extending 1 mile SE of Ponta ta Benghisa and is marked by a light buoy. Benghisa Patch, with a least depth of 5.2m (17 ft.) over

(DMAHTC/MCNN) 48/89

Page 326—Line 22/R; read:

Filfla, a rocky islet with cliffs rising to 59m (193

(DMAHTC/MCNN) 48/89

Page 326—Line 27/R; insert after:

Caution.—A prohibited area with a radius of about 1 mile, is centered on Filfla.

(DMAHTC/MCNN) 48/89

Page 329—Line 33/L; insert after:

Caution.—A prohibited area with a radius of 1 mile, is centered on a position lying 5 miles SSW of Punta Bassana, the SE extremity of the island.

(DMAHTC/MCNN) 48/89

harbor. It is reported that hydrofoils and auto ferries use a quay on the inner side of a breakwater.

(DMAHTC/MCNN) 48/89

Page 330—Line 18/L; insert after:

Caution.—Oil exploration is being carried out in the waters between the S coast of Sicilia and Malta; associated marks and structures may be encounterd by vessels navigating the area.

(DMAHTC/MCNN) 48/89

PUB 131 6 Ed 1989 LAST NM 48/89

Page 34—Lines 12 14/R; read:

On the NE side of the bay an extensive area has been reclaimed. This reclaimed area extends about 400 yards SW from Punta del Castillico, with a dolphin berth for oil tankers, dredged to 12.5m (41 ft.) alongside in 1988, on its NW side, and a 366m (1,200 ft.) long pier, dredged to 16m (52 1/2 ft.) alongside, on its SE side.

(DMAHTC/MCNN) 52/89

Page 130—Lines 12-14/L; read:

the middle of East Jetty. The N berth can accommodate a tanker of 50,000 tons, with a length of 225m (738 ft.) and a draft of 12m (39 1/4 ft.); the S berth can accommodate a tanker of 18,000 tons, with a length of 140m (459 ft.) and a draft of 9m (29 1/2 ft.). A warping

(DMAHTC/MCNN) 52/89

Page 130—Lines 31-32/L; read:

provides three berths, with a total length of 500m (1,640 ft.), and has depths of 7.6 to 9m (25 to 29 1/2 ft.) alongside.

(DMAHTC/MCNN) 52/89

Page 130—Lines 35-41/L; read:

grain. The quay is 220m (722 ft.) long and has a depth of 9m (29 1/2 ft.) alongside.

On the N side of **Baie de Sebra** is a 120m (394 ft.)

(continued on next page)

long coal and iron ore loading pier which has a depth of 9m (29 1/2 ft.) alongside. On the SW side of the bay is a 150m (492 ft.) long cement loading pier which can accommodate a vessel with a draft of 9.5m (31 ft.). A channel dredged to 10m (32 3/4 ft.) leads to these berths.
(DMAHTC/MCNN) 52/89

Page 231—Line 7/L; insert after:

Note.—Vessels of over 5,000 grt transporting oil, dangerous chemicals, or substances likely to pollute the sea or coastline, are requested not to pass through the Strait of Bonifacio. This recommendation does not apply to ships sailing in either direction between Porto Torres and any port on the Italian mainland from Civitavecchia to Napoli.
(DMAHTC/MCNN) 52/89

PUB 131 6 Ed 1989 LAST NM 52/89

SD-65

Page 176—Line 25/R; read:
can be accommodated; however, it is reported (1989) that the berthing space is utilized by numerous yachts with permanent med-moorings.
(DMAHTC/MCNN) 2/90

PUB 131 6 Ed 1989 LAST NM 52/89

Page 110—Lines 5-7/L; read:
Pilotage is compulsory for vessels over 1500 tons and is available daylight only.
(DMAHTC/MCNN) 41/90

Page 110—Line 14/L; read:
Channels 12 and 16. Vessels should forward their
(DMAHTC/MCNN) 41/90

PUB 131 6 Ed 1989 LAST NM 41/90

Page 356—Line 28/L; read:

15.30 The E coast of Sicilia extends from Capo Peloro to Capo Passero and is characterized by sandy beaches alternated with hills coming down to the sea with rocky promontories which form bays.

Nocturnal Fishing.— In the summer months, in the sea area between Taormina and Capo Murro di Porco, up to 30 miles from the coast, nocturnal fishing is done with nets placed with a long line of white lights marking the surface.

Pay close attention especially to the presence of small vessels, which are difficult to see against the illuminated background of the net markings.

Capo Peloro (38°16'N., 15°39'E.), the NE
(Ital SD 1/B Supp. 1/1989) 52/90

Page 358—Lines 41-42/R; read:
Capo di Taormina is recognizable due to a dark brown 5-story building that sits atop it and by Scoglio Agonia, a
(Ital. SD 1/B Supp. 1/1989) 52/90

Page 359—Line 12/L; insert after:
It is dangerous to anchor in the roadstead with the Scirocco and with NE-N winds. In winter, the latter can blow with the violence of a storm.
(Ital. SD 1/B Supp. 1/1989) 52/90

PUB 131 6 Ed 1989 LAST NM 52/90

Page 146—Line 22/L; insert after:
All vessels should commence a watch on Ch. 16 before entering the channel. Vessels carrying dangerous cargos should notify the Port Captain by telex 24 hours in advance or on leaving the previous port, stating: vessel's name, tonnage, length, width, maximum draft on arrival, date and time of arrival, type and quantity (in tons) of the substances involved, possible accidents, equipment or freight and date of safety certificate for tankers.
(BA NM 48/90) 5/91

Page 363—Lines 45-49/R; read:
Send ETA 24 hours in advance to Harbor Master Augusta via telex and include the following:
a. Request for pilot
b. Name of agent
c. Reason for call
d. Last port of call and sailing date

PUB 131 (continued)

e. Cargo details

12 hours before entering Italian territorial waters the following information should be sent:

a. Vessel's name and nationality
b. Call sign
c. GRT, DWT, LOA, and max. draft
d. ETA at Augusta pilot station
e. (b) - (e) as required at the 24 hour message
f.. Information relating to certificates (ships, IMO and others as required)
g. Any mechanical defects

Confirm ETA 1 hour in advance. Tugs are available on request to the pilot station, use Ch. 12, order 30 min. in advance.

(BA NM 49/90) 5/91

Page 402—Lines 1-4/R; read:
is a depth of 5m (16 $\frac{1}{3}$ ft.) in the entrance channel and depths of 4.3 to 4.9m (14 to 16 ft.) alongside the commercial wharves.
(20(42)90 Genova) 5/91

PUB 131 6 Ed 1989 LAST NM 5/91

Page 322—Lines 50-51/R; read:
Approach Channel.— An approach channel has been established in Saint Paul's Bay. The approach channel is orientated 060° - 240°. Anchoring and fishing are prohibited in this channel. The channel limits are 35°57.79'N., 14°24.875'E.; 35°57.295'N., 14°23.822'E.; 35°57.7'N., 14°25.005'E.; 35°57.165'N., 14°23.875'E.

Anchorage, sheltered from offshore winds, can be obtained in St. Paul's Bay, in depths of
(51(3658)90 Taunton) 7/91

PUB 131 6 Ed 1989 LAST NM 7/91

Page 77—Line 2/L; read:
the coast, about 12 $\frac{1}{2}$ miles E of Cabo Nati. A light, from which a racon transmits, is
(42(1701)90 Cadiz) 11/91

Page 372—Line 26/L; insert after:
Another dangerous wreck lies about $\frac{3}{4}$ mile offshore, about 4 $\frac{3}{4}$ miles N of the lighthouse.
(21(13)90 Genova) 11/91

PUB 131 6 Ed 1989 LAST NM 11/91

Page 84—Lines 41-42/R; read:
5.04 Cabo Menkal (Pointe Omara) (35°29'N., 5°06'W.), about 15 miles SE of Cabo Negro (Rasel el Aswad) and marked by a light, is sur-
(5(335)91 Taunton) 13/91

Page 425—Lines 13-16/L; read:
small pier is located about 2 miles NNE of Punta del Tagliamento light.
(4(262)91 Taunton) 13/91

Page 475—Line 65/R; insert after:
OMARA, POINTE 35 29N 5 06W 5.04
(5(335)91 Taunton) 13/91

PUB 131 6 Ed 1989 LAST NM 13/91

Page 7—Line 37/L; read:
about 1 mile NW; this point is marked by a light
(45(1888)90 Cadiz) 14/91

Page 269—Line 18/R; read:
4m (13 ft) draft. Pilotage is not compulsory, but is
(2(19)91 Genova) 14/91

PUB 131 6 Ed 1989 LAST NM 14/91

Page 42—Line 33/L; insert after:
Note.— Three marine reserves, where fishing is prohibited and which are best seen on the chart, are located in Islas Columbretes.
(35(1374)90 Cadiz) 17/91

Page 171—Lines 33-35/R; read:
La Nioulargo (43°13'N., 6°47'E.), a bank with a depth of 51m (28 fm) over it, lies 5 miles ENE of Cap Camarat.
(9(649)91 Taunton; US CH 53083) 18/91

Page 172—Lines 4-7/L; read:
lies 4 miles E of the cape.
(US NM 11/88; US NM 16/88) 18/91

Page 174—Lines 6-7/R; read:
bank lying about 2 miles SE of Point des Lions.
(9(649)91 Taunton) 18/91

Page 475—Line 27/R; insert after:

NIOULARGO, LA	43	13N	6	47E	9.30

(US CH 53083) 18/91

Page 61—Line 51/R; read:
age for large and small vessels.
Punta de Cala Nans is marked by a light. A depth of 1.6m (3 ft.) lies in an approximate position about 1,200 yards NNE of the light.
El Cucurucu, a high
(8(575)91 Taunton) 19/91

Page 100—Line 28/R; read:
6.12 Ile d'Arzew (35°52'N., 0°17'W.) is the SE of a group of islets lying 3 miles
(DMAHTC/MCNN) 20/91

Page 120—Line 33/R; insert after:
When the swell in the roads reaches a height of 2m (6½ ft.), an undertow, which makes remaining alongside very difficult, develops at the berths in Port Methanier.
(Fr SD D6, Supp 4-90) 20/91

Page 132—Line 15/R; read:
and was dredged to a depth of 12.5m (41 ft.) in 1982, but depths of as little as 11m (36 ft.) have been reported (1988).
(Fr SD D6, Supp. 4-90) 20/91

Page 134—Lines 34-35/R; read:
Tibs, lights and lighted buoys mark the landing areas of several submarine gas pipelines which extend NE to the coast of
(Fr SD D6, Supp. 4-90) 20/91

pages tightly bound

PUB 131 (continued)

Page 137—Line 12/R; read:
ebb sets SW. The currents may attain a rate of $1\frac{3}{4}$ knots
(BA NP 45, Supp. 6-89) 20/91

Page 137—Line 25/R; read:
accommodate vessels up to 190m (623 ft.) in
(Fr SD D6, Supp. 4-90) 20/91

PUB 131 6 Ed 1989 LAST NM 20/91

Page 47—Lines 22-24/L; read:
Depths and limitations.— The harbor entrance has been dredged (1990) to a depth of 9m ($29\frac{1}{2}$ ft.). Depths alongside the commercial wharves have been dredged (1990) from 5 to 7m ($16\frac{1}{4}$ to 23 ft.). The
(11(777)91 Taunton) 21/91

PUB 131 6 Ed 1989 LAST NM 21/91

Page 48—Line 15/L; read:
depth of 17m ($55\frac{3}{4}$ ft.) in 1990.
(US NM 52/90) 22/91

Page 326—Lines 3-6/R; strike out.
(US NM 29/90) 22/91

PUB 131 6 Ed 1989 LAST NM 22/91

Page 44—Lines 30-34/R; strike out.
(5(161)91 Cadiz) 23/91

Page 377—Line 49/L; read:
Mercantile. The port has depths of 8.5 to 23m ($27\frac{3}{4}$ to
(22(34)90 Genova) 23/91

PUB 131 6 Ed 1989 LAST NM 20/91

Page 260—Lines 38-44/R; read:
A light is shown from a prominent tower with a dwelling 21m (69 ft.) in height, standing on the SW side of the cape.

Scoglio Sant Elia, about $\frac{1}{4}$ mile W of the light tower, is a prominent above-water rock which stands on the extremity of a shoal spit. Close approach to the coast in the vicinity of the cape is prohibited due to the possibility of rock falls.
(MCNN RS 012/91) 25/91

best copy available

Page 261—Lines 36-38/L; read:
It is protected from SW by Nuovo Molo di Ponente which extends seaward for about 1 mile. Nuovo Molo di Levante extends 1,300 yards W, then about 800 yards SW and protects the outer harbor from S. Thirteen berths with lengths ranging from 60 to 400m (197 to 1,312 ft.) are available; there are facilities for ro-ro and container vessels.

Landmarks—Aids.—The following are conspicuous
(MCNN RS 012/91) 25/91

Page 261—Line 53/L; read:
Master's office. Prominent marks in the vicinity of the harbor include a silo and several gantry container cranes.

A racon is situated at the light structure standing on the head of Nuovo Molo de Levante.
(MCNN RS 012/91) 25/91

Page 261—Lines 24-26/R; read:

Pontile SIL extends about 1 mile SE from a point on the shore $2\frac{3}{4}$ miles SW of Villa Marongiu; vessels up to 6m (20 ft.) draft can be accommodated alongside.

A new harbor is under construction close NE of Villa Marongiu; it is protected by two breakwaters extending up to 1 mile seaward from the shore. A lightbuoy is moored at the entrance.

Sarroch Oil Terminal (Porto Foxi) (39°05'N., 9°02'E.), a refinery with associated flares and tanks stretching for about $1\frac{1}{2}$ miles along the coast, lies 9 miles SW of
(MCNN RS 012/91) 25/91

PUB 131 6 Ed 1989 LAST NM 25/91

Page 208—Line 17/R; insert after:
The pilot boards 1 mile from the mouth of the port.
(12(26)91 Genova) 35/91

PUB 132 6 Ed 1989 NEW EDITION

(DMAHTC) 39/89

Page 35—Lines 1-5/L; read:

El Maaddiya (El Madiya) (31°16'N., 30°10'E.), located about 5 3/4 miles SE of Burg Fort, is limited to vessels with a maximum draft of 4.5m (14 3/4 ft.) and is open during daylight hours only. The port contains two berths, each 250m (810 ft.) in length.

The port is approached through an access channel which is marked by buoys. This channel, which is 2 miles long and about 150m (492 ft.) wide, is marked by range beacons in line bearing 177 1/2°; vessels then pass between two breakwaters into the harbor.
(DMAHTC/MCNN) 8/90

Page 35—Line 9/L; read:
A designated waiting **anchorage** area 1/2 mile
(DMAHTC/MCNN) 8/90

Page 35—Lines 12-15/L; strike out.
(DMAHTC/MCNN) 8/90

Page 374—Line 67/L; read:

MAADD'YA, EL	31	16N	30	10E	2.10

(DMAHTC/MCNN) 8/90

Page 374—Line 70/L; add after:

MADIYA, EL	31	16N	30	10E	2.10

(DMAHTC/MCNN) 8/90

PUB 132 6 Ed 1989 LAST NM 8/90

Page 173—Line 4/L; read:
24 hours a day.
(DMAHTC/MCNN) 12/90

PUB 132 6 Ed 1989 LAST NM 12/90

Page 25/strike out.
Replace with page from back of Section I.
(DMAHTC/MCNN) 13/90

Page 30—Lines 51-54/R; read:
merged.

El Dikheila (31°09'N., 29°48'E.) is a large artificial harbor lying SW of the port of Alexandria. The harbor is protected to the N by a 2,250m (7,381 ft.) long breakwater. The seaward end of this breakwater is marked by a light.

The harbor is entered through El Dikheila Pass, which lies E of the breakwater. The pass, which is 250m (820 ft.) wide and marked by a range, is 20m (65 $\frac{1}{2}$ ft.) deep; however, in 1986, a least depth of 19.2m (63 ft.) was reported to lie in the channel on the range line.

A 750m (2,461 ft.) long iron ore finger pier lies at the S end of El Dikheila Pass. The outer 500m (1,640 ft.) of the W side of the pier can accommodate vessels up to 160,000 dwt, with a maximum draft of 18m (59 ft.).

A smaller channel, with a width of 150 to 210m (492 to 689 ft.) and a depth of 14m (46 ft.), extends WSW from El Dikheila Pass to a 300m (984 ft.) long general cargo pier. Ships with a maximum draft of 13m (42 $\frac{1}{2}$ ft.) can be accommodated.

Pilotage is compulsory and is available from the Alexandria Port Authority.
(DMAHTC/MCNN) 33/90

Page 31—Lines 1-14/L; strike out.
(DMAHTC/MCNN) 33/90

Page 34—Lines 36-43/L; read:
The Petroleum Harbor, lying on the SE side of the entrance to the Outer Harbor, has general depths of 11 to 17m (36 to 55 $\frac{3}{4}$ ft.). In 1989, there were five berths for tankers, the deepest of which could accommodate tankers up to 213m (699 ft.) long with a 10m (32 $\frac{3}{4}$ ft.) draft.

The SW pier of the Petroleum Harbor is known as the Quarantine Breakwater. A 43m (141 ft.) tower stands near the root of this breakwater. The Quarantine Quay and the Livestock Quay are located in the SW corner of the Petroleum Harbor.
(DMAHTC/MCNN) 33/90

merous town buildings and a minaret are
(DMAHTC/MCNN) 41/90

Page 92—Lines 17-25/R; read:
Pilotage.—Pilotage is compulsory for vessels over 500 grt. Send ETA with request for pilot 24 hours in advance (48 hours in advance if carrying dangerous cargos). Pilot boards at the harbor entrance (to seaward of the fairway light buoys for tankers). Vessels over 1,000 grt are required to have tug assistance.
(BA NM 37/90, Guide to Port Entry 1989/90) 45/90

Page 332—Lines 31-33/R; read:
Pilotage is compulsory for vessels over 150 grt entering the inner harbor. Pilot boards 1 mile from the entrance in the middle harbor area.
(BA NM 37/90) 45/90

Page 3—Line 38/R; read:
Ez Zuetina 32°43'N., 19°06 E.
(BA NM41/90) 49/90

Page 64—Lines 8-10/L; read:
There are thirteen numbered piers within the port. Depths alongside range from about 4 to 13m (13 to 42 $\frac{2}{3}$ ft.).
(DMAHTC/MCNN) 52/90

Page 15—Line 32/L; read:
1.12 Ez Zueitina (Az Zuwaytinah) Oil Terminal is equipped with
(BA NM 47/90) 3/91

PUB 132 6 Ed 1989 LAST NM 3/91

Page 35—Lines 6-8/L; read:
Pilotage is compulsory. Pilot boards in the waiting area. Pilots for the Abu Qir ammonia berth also board here.
(BA NM 48/90) 6/91

Page 35—Line 11/L; read:
31°21.13'N., 30°08.68'E.
(BA NM 48/90) 6/91

PUB 132 6 Ed 1989 LAST NM 6/91

Page 74—Line 24-25/R; read:
merous town buildings and a minaret are
(34(2401)90 Taunton) 11/91

Page 122—Lines 34-36/L; read:
The N mole at Kastellian is about 230m (755 ft.) long. There is also a shoreside quay which projects about 180m (591 ft.) SW from the root of the N mole. Alongside
(5(116)90 Athens) 11/91

PUB 132 6 Ed 1989 LAST NM 11/91

Page 103—Line 19/R; read:
Karaagac Limani (Karaagac Korfezi) (36°50'N., 28°27'E.) is a pro-
(US CH 54422) 12/91

Page 372—Line 33/R; insert after:
KORFEZI, KARAAGAC 36 50N 28 27E 5.14
(US CH 54422) 12/91

PUB 132 6 Ed 1989 LAST NM 12/91

Page 48—Line 44/R; read:
ous lighthouse, from which a radiobeacon transmits. Under normal conditions, the cape is
(US NM 6-91) 13/91

PUB 132 6 Ed 1989 LAST NM 13/91

Page 301—Lines 3-5/R; read:
There is a total of over 6,000m (19,680 ft.) of berthing space in the port. Alongside depths range from 5.5 to 12m (18 to 39 $\frac{1}{4}$ ft.).
(MCNN RS 005/91) 15/91

PUB 132 6 Ed 1989 LAST NM 13/91

Page 141—Line 7/R; read:
Pilotage.—Pilotage is compulsory and is available 24 hours a day. The pilot boards 1 mile SE of the light on the pier
(BA NM 8/91, Part VI) 16/91

Page 141—Line 9/R; read:
bay without the pilot and anchor using both
(BA NM 8/91, Part VI) 16/91

PUB 132 6 Ed 1989 LAST NM 15/91

Page 20—Line 27/L; read:
are conspicuous. A 91m (299 ft.) long concrete pier, with
(BA NP 49) 18/91

Page 20—Lines 29-30/L; read:
30m (98 ft.), extends from the head of the bay. The inner 61m (201 ft.) of the pier shoals rapidly. A
(BA NP 49) 18/91

PUB 132 6 Ed 1989 LAST NM 18/91

Page 281—Lines 8-9/R; read:
The Passenger Pier, located NE of Central Quay, is L-shaped and has an outer face that is 130m (427 ft.) long. This outer face has alongside depths of 5 to 6m (16 to 19 $\frac{1}{2}$ ft.).
(10(223)90 Athens) 19/91

PUB 140 3 Ed 1988 NEW EDITION

(DMAHTC) 13/88

PUB 140 3 Ed 1988 LAST NM 13/88

Page 336—Line 3/L; strike out.
(DMAHTC/MCNN) 41/88

Page 336—Line 54/R; insert after:
3. **Between Smalls Lighthouse and Grasseholme Island.**— Chart 36137. In order to avoid pollution due to a stranding in this area, which is in the close proximity of important breeding grounds for sea-bird populations, all tankers, gas carriers, and chemical tankers carrying noxious liquid substances, and all other vessels of 500 grt or over, should avoid the area.
(DMAHTC/MCNN) 41/88

PUB 140 3 Ed 1988 LAST NM 41/88

Page 336—Line 12/L; insert after:
The following contains excerpts from the Special Provisions to the Traffic Separation Scheme off Ile d'Ouessant as promulgated by the French Authorities. In addition Mariners should consult latest Notice to Mariners and best scale charts for particulars concerning this scheme.

(1) The NE bound traffic lane located about 6½ miles NW of Ile d'Ouessant should not be used by:

(a) Tankers transporting the hydrocarbons referred to in Appendix 1 to Annex 1 of the International Convention of 1973 on the Prevention of Pollution by Ships (MARPOL), with the exception of gasolines, jet fuels, and napthas referred to in this convention.

(b) Vessels transporting Category A and B substances in bulk referred to in Appendixes 1 and 2 of Annex 2 to MARPOL.

(2) Vessels mentioned in paragraph (1) above can use the traffic lane located about 30 miles NW of Ile d'Ouessant if equipped with electronic position fixing equipment appropriate for the zone. Vessels not so equipped should avoid the traffic separation scheme by as wide a margin as is practicable in conformity with Rule 10 (h) of the International Regulations for preventing collisions at Sea (COLREGS 72).

(3) Other vessels may use the lane mentioned in paragraph (2) above, but only if equipped with

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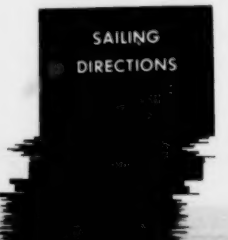

electronic position fixing equipment.

(4) The SW bound traffic lane located about 18 miles NW of Ile d'Ouessant may be used by all vessels. However, tankers in ballast and vessels mentioned in paragraph (1) above, should, in so far as possible, navigate in the outer half of the traffic lane.

See also Chapter I for additional regulations pertaining to this scheme.

(DMAHTC/MCNN) 10/89

PUB 140 3 Ed 1988 LAST NM 10/89

Page 335—Line 54/R; insert after:

CUBA

1. Off Cabo San Antonio – (Charts 27100, 27120).
2. Off La Tabla – (Charts 27100, 27120).
3. Off Costa de Matanzas – (Chart 27080).
4. In the Old Bahama Channel – (Charts 27040, and 27060).
5. Off Punta Maternillos – (Chart 27040).
6. Off Punta Lucrecia – (Chart 26240).
7. Off Cabo Maysi – (Charts 26100, 26240).

(DMAHTC/MCNN) 34/89

PUB 140 3 Ed. 1988 LAST NM 34/89

Page 319—Line 38/R; insert after:

GUINEA

Mariners are cautioned that the government of Guinea is particularly sensitive to unauthorized fishing within its claimed 200 nautical mile fishing jurisdiction. In the past, Guinea has seized foreign fishing vessels. The northern boundary of Guinea's claimed fishing jurisdiction has been disputed (1981).

(DMAHTC/MCNN) 36/89

Page 38—Line 49R/ insert after:

Cuban Port signals consist of a code of flags by day, or lights at night, to indicate the presence of approaching vessels, and for traffic control; see the graphic for details.

For the purposes of the signal code, vessels are classified by length, as follows:

Long — more than 170m(557 ft.) in length.
Average - 130 to 170m (426 to 557 ft.) in length
Short - less than 130m (426 ft.) in length.

(DMAHTC/MCNN) 45/89

Page 38/insert after:
New Page 38A from back of Section I.

(DMAHTC/MCNN) 45/89

PUB 140 3 Ed 1988 LAST NM 45/89

Page 336—Line 38/L; insert after:

4. Off Cabo Finisterre — (Chart 37035)

(DMAHTC/MCNN) 9/90

PUB 140 3 Ed 1988 LAST NM 9/90

Page 74—Lines 11-14/R; read:

"Arctic Class ship" means a ship that complies with the applicable construction standards set out in Schedules VI and VII and is classified as an Arctic class 1, 1A, 2, 3, 4, 6, 7, 8, or 10 in the tables to Schedule VI;

(DMAHTC/MCNN) 35/90

Page 74—Line 46/R; read:
London on June 12, 1960, or the International Convention for the Safety of Life at Sea, 1974, signed at London on November 1, 1974;

"Safety Convention ship" means a ship that is of 500 tons or more and registered in a state that is a party to the Safety Convention;

(DMAHTC/MCNN) 35/90

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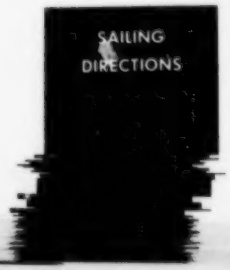

Page 74—Line 53/R; read:
regard to method or lack of propulsion;
"tanker"
(DMAHTC/MCNN) 35/90

Page 75—Line 5/L; read:
as Type A in Schedule V;
(DMAHTC/MCNN) 35/90

Page 75—Line 8/L; read:
specified as Type B, C, D or E in Schedule V;
(DMAHTC/MCNN) 35/90

Page 75—Lines 13-33/L; read:
3. (1) Subject to subsection (2) and sections 8 and 19, these Regulations do not apply to a ship of 100 tons, gross tonnage, or less.
(2) Sections 28 to 30 apply to every ship.

Construction of Ships
4. (1) No non-Canadian ship that is not a Safety Convention ship shall navigate in any zone unless it complies, as if it were a Canadian ship, with the following Regulations:
(DMAHTC/MCNN) 35/90

Page 75—Lines 40-51/L read:
(2) No non-Canadian Safety Convention ship shall navigate in any zone unless it complies with the requirements of that Safety Convention most recent in time to which the state in which it is registered is a party.
(3) A non-Canadian Safety Convention ship has complied with that Safety Convention most recent in time to which the state in which the ship is registered is a party, if the ship carries on board a valid certificate applicable to the ship issued under the Safety Convention, namely:
(a) a Passenger Ship Safety Certificate;
(b) a Cargo Ship Safety Construction Certificate and a Cargo Ship Safety Equipment Certificate; and
(DMAHTC/MCNN) 35/90

Page 75—Line 34/R; insert after:
(ix) Polski Rejestr Statkow,
(x) Registrul Naval Roman;
(DMAHTC/MCNN) 35/90

Page 75—Lines 46-56/R; read:
V or Schedule VI; and
(b) in the case of an Arctic Class ship, it meets the standards of construction prescribed for that ship in Schedule VII.
(2) Subject to subsections (3) to (7), except where a pollution prevention officer has determined pursuant to paragraph 15 (3) (c) of the Act that a substantial quantity of waste has been deposited in the arctic waters or has entered the arctic waters, or that a grave and imminent danger of a substantial deposit of waste in arctic waters exists, no ship of a category set out in Column I of an item of Schedule VIII carrying oil in a quantity in excess of 16,000 cu. ft. (452.8 cu. m) shall navigate in any zone set out in the heading of any other column of that item
(a) where the words "No Entry" are shown in that column of that item; and
(b) where a period of time is shown in that column of that item, except during that period of time.
(DMAHTC/MCNN) 35/90

Page 76—Lines 1-57/L; read:
(3) Where ice conditions in the part of a zone intended to be navigated by a ship of a category set out in Column I of an item of schedule VIII are no more severe than ice conditions prevailing in a zone of a higher number, that ship may navigate in the part of the zone intended to be navigated during the period of time, if any, shown in the column of that item with the heading of the zone of the higher number.
(4) No Type B ship carrying oil in quantity in excess of 16,000 cu. ft. (452.8 cu. m) shall navigate in zone 6 during the period commencing on 1 August and terminating on 24 August in any year unless,
(a) a Canadian Coast Guard ice breaker available for escort duties is located in or in the vici - nity of zone 6; and
(b) where the ship carries oil as a cargo, it is escorted by a Canadian Coast Guard icebreaker.

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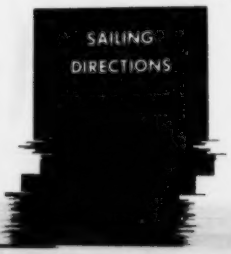


(5) No Arctic Class 4 ship carrying oil in a quantity in excess of 16,000 cu. ft. (452.8 cu. m) but not in excess of 70,575 cu. ft. (2,000 cu. m) shall navigate in zone 12 during the period commencing on 1 May and ending 31 May in any year unless,

(a) an Arctic Class 4 or higher Arctic class icebreaker is available in the vicinity to assist the ship; and

(b) the ship does not carry oil in direct contact with the shell plating within the forward ice ramming part of the ship.

(6) During the years 1988, 1989, and 1990, no Arctic Class 3 ship shall navigate in zones 1 to 16 during any period commencing and ending on the dates set out in item 5 of Schedule VIII unless,

(a) in respect of the bow and mid-body, the ship complies with the construction standards set out in Schedule VI for an Arctic Class 4 ship;

(b) the ship is equipped with a system capable of measuring and recording the stresses that occur in the stern structure of the ship due to ice loading;

(c) the ship does not carry oil in direct contact with the shell plating;

(d) the ship is equipped with a means for effective communication with the Canadian Coast Guard;

(e) the ship is fitted with navigational equipment capable of receiving and displaying ice imagery directly from

(i) satellite information, and

(ii) airborne ice radar; and

(f) the person in charge of the deck watch has not less than 30 days experience navigating in ice-covered arctic waters using the equipment referred to in paragraph (e).

(DMAHTC/MCNN) 35/90

Page 76—Lines 1-24/R; strike out.
(DMAHTC/MCNN) 35/90

Page 76—Lines 31-55/R; strike out.
(DMAHTC/MCNN) 35/90

Page 77—Lines 1-38/L; strike out.
(DMAHTC/MCNN) 35/90

Page 77—Line 45/L; read:
sions shown in Schedule IX;
(DMAHTC/MCNN) 35/90

Page 77—Line 49/L; read:
shall be at least 30m (98 $\frac{1}{2}$ ft.) and 100mm (4 in.) respec-
(DMAHTC/MCNN) 35/90

Page 77—Line 9/R; insert after:
Arctic Pollution Prevention Certificate
(DMAHTC/MCNN) 35/90

Page 77—Lines 21-27/R; read:

(v) Germanischer Lloyd,

(vi) Nippon Kaiji Kyokai,

(vii) Register of Shipping of the USSR,

(ix) Polski Rejestr Statkow, or

(x) Registrul Naval Roman,

may issue an arctic pollution prevention certificate to the owner or master of a ship that is in non-Canadian waters.

(DMAHTC/MCNN) 35/90

Page 77—Line 36/R; read:
be in the form set out in Schedule I and shall specify
(DMAHTC/MCNN) 35/90

Page 78—Lines 32-55/L strike out.
(DMAHTC/MCNN) 35/90

Page 78—Lines 1-55/R; strike out.
(DMAHTC/MCNN) 35/90

Page 79—Lines 1-40/L; strike out.
(DMAHTC/MCNN) 35/90

Page 79—Line 47/L; read:
II to XVII or Schedule VIII
(DMAHTC/MCNN) 35/90

Page 79—Line 3/R; read:
section 8 of the Ship's Deck Watch Regulations; and
(DMAHTC/MCNN) 35/90

(continued on next page)

Page 79—Lines 36-41/R; read:
zone unless
(a) it complies with subsection (1); and
(b) it has on board, in addition to the requirements of subsection (1),
(i) a reserve of fuel for domestic purposes sufficient for a period of 30 days, and
(ii) a reserve of fresh water for domestic purposes sufficient for a period of 30 days or equipment capable of producing such fresh water.

Page 80—Line 22/L read:
location listed in Schedule II.
(DMAHTC/MCNN) 35/90

PUB 140 3 Ed 1988 LAST NM 35/90

Page 361—Table 6/Replace with below:

PLACENTIA TRAFFIC Call-in-points

Number	Sector	General Description & Conditions	Geographic Description
1A	1	Inbound	46°45'25"N., 54°37'44"W.
1B	1	Outbound	46°49'18"N., 54°46'15"W.
2A	1	Inbound	46°49'46"N., 54°33'30"W.
2B	1	Outbound	46°53'20"N., 54°40'56"W.
3A	1	Inbound	46°57'52"N., 54°25'41"W.
3B	1	Outbound	47°00'44"N., 54°31'13"W.
4A	1	Inbound	47°05'55"N., 54°17'52"W.
4B	1	Outbound	47°08'07"N., 54°21'38"W.
5A	2	Inbound	47°12'22"N., 54°12'08"W.
5B	2	Outbound	47°13'54"N., 54°15'24"W.
6	2	A line drawn in a 101°-281° direction through position 47°22'58"N., 54°04'48"W. and extended to the shore.	
7	2	A line drawn in a 090°-270° direction through position 47°31'55"N., 53°59'49"W. and extended to the shore.	
8	2	A line drawn in a 090°-270° direction through position 47°37'01"N., 54°02'23"W. and extended to the shore.	
9	2	A line drawn in a 090°-270° directions through position 47°42'35"N., 54°03'33"W. and extended to the shore.	
10	2	A line drawn in a 090°-270° direction through position 47°46'16"N., 54°03'03"W. and extended to the shore.	

(DMAHTC/MCNN) 36/90

Page 362—Table I/ Replace with below:

TABLE I

Sector	Limits	VHF Channel	Frequency
1	The seaward limit of the zone and a line drawn in a 101°-281° direction through position 47°08'05"N., 54°30'00"W. and extended to the shore.	14	156.7 MHz
2	The inner limit of sector 1, and the shoreline N of the zone.	12	156.6 MHz

(DMAHTC/MCNN) 36/90

Page 363—Table 7/Replace with below:

ST. JOHN'S TRAFFIC Call-in-points

Number	Name	General Description & Conditions
1N	Cape St. Francis	A line bearing 090° True from Cape St. Francis light, 47°48'32"N., 52°47'16"W., to the limit of Canadian territorial waters.
1E	Eastern Limit	A line following the Canadian Limit Territorial Sea Boundary from position 47°48'24"N., 52°25'30"W. to position 47°18'34"N., 52°25'00"W.
1S	Bull Head	A line bearing 090° True from Bull Head light, 47°18'39"N., 52°44'52"W. to the limit of Canadian territorial waters.
2N	Torbay Point	A line drawn 090° True from Torbay Point, 47°39'30"N., 52°40'15"W. to the limit of Canadian territorial waters.
2S	Motion Head	A line drawn 090° True from Motion Head, 47°26'10"N., 52°39'36"W. to the limit of Canadian territorial waters.
3	2 miles off St. John's	An arc centerd on Fort Amherst light 47°33'48"N., 52°40'53"W., radius 2 mi.
4	Fort Amherst	Abeam Fort Amherst light.

(DMAHTC/MCNN) 36/90

PUB 140 3 Ed 1988 LAST NM 36/90

Page III—Line 22/L; read:
Defense Directive 5105.40, dated 12 December 1988,
(DMAHTC/MCNN) 37/90

Page III—Line 10/R; insert after:

SPECIAL WARNINGS.—A Special Warning may be in force for the geographic area covered by this publication. Special Warnings are printed in the weekly Notice to Mariners upon promulgation and are reprinted annually in Notice to Mariners No. 1. A listing of Special Warnings currently in force is printed in each weekly Notice to Mariners, Section III, Broadcast Warnings, along with the notice number of promulgation. In force Special Warnings are also available on NAVINFONET.

(DMAHTC/MCNN) 37/90

Page 350—Table 2/Replace with below:

BAY OF FUNDY — CALLING-IN-POINTS

Number	Sector	Name	General Description & Conditions	Geographic Description
1A	1		Entrance to traffic lane inward	A line joining positions 44°09'30"N., 66°47'03"W. & 44°11'50"N., 66°49'33"W.
1B	1		Exit from traffic lane Outward	A line joining positions 44°14'57"N., 66°52'42"W. & 44°17'21"N., 66°56'10"W.
2A	1		Inward traffic only	A line joining positions 44°18'01"N., 66°32'29"W. & 44°19'42"N., 66°35'18'W.
2B	1		Outward traffic only	A line joining positions 44°24'15"N., 66°40'37"W. & 44°22'15"N., 66°38'18"W.
3A	1		Inward traffic only	A line joining positions 44°23'16"N., 66°23'58"W. & 44°25'05"N., 66°26'03"W.
3B	1		Outward traffic only	A line joining posiitons 44°32'10"N., 66°28'39"W. & 44°31'10"N., 66°25'58"W.
4A	1 & 2		On sector boundary inward	A line joining positions 44°36'41"N., 65°56'24"W. & 44°39'29"N., 66°17'36"W.
4B	1 & 2		On sector boundary Outward	A line joining positions 44°40'00"N., 66°21'29"W. & 44°43'11"N., 66°44'18"W.

Number	Sector	Name	General Description & Conditions	Geographic Description
5A	2		Exit from traffic separation zone Inward	A line joining positions 45°01'36"N., 66°04'20"W. & 45°02'10"N., 66°06'50"W.
5B	2		Entrance to traffic separation zone Outward	A line joining positions 45°02'57"N., 66°09'57"W. & 45°03'36"N., 66°12'24"W.
6	2	Black Point buoy		A line joining positions 45°13'30"N., 66°05'48"W. & 45°12'55"N., 66°02'39"W. & 45°12'59"N., 66°00'30"W.
7	2	Partridge Island		A line joining positions 45°14'10"N., 66°03'14"W. & 45°14'20"N., 66°00'11"W.
8	2			A line joining positions 45°15'36"N., 66°03'17"W. & 45°15'26"N., 66°03'44"W.
9	2			A line joining positions 45°16'20"N., 66°04'27"W. & 45°16'04"N., 66°04'27"W.
10	2			A line joining positions 45°16'00"N., 66°05'23"W. & 45°16'00"N., 66°05'55"W.
11	2			A line joining positions 45°15'49"N., 66°02'32"W. & 45°15'56"N., 66°02'57"W.
1C	1		Outer boundary of Sector 1	A line joining positions 44°17'21"N., 66°55'10"W. & 44°22'30"N., 67°19'00"W.

Number	Sector	Name	General Description & Conditions	Geographic Description
1E	1		Outer boundary of sector 1 in Grand Manan Channel	A line joining positions 44°22'30"N., 67°19'00"W. & 44°29'50"N., 67°15'10"W. & 44°35'30"N., 67°08'15"W. & 44°42'00"N., 66°58'24"W. & 44°46'36.1"N., 66°54'11.3"W. & 44°47'39.6"N., 66°53'09.6"W.
1P	1		CIP in Grand Manan Channel	A line joining positions 44°45'37"N., 66°50'06"W. & 44°47'39.6"N., 66°53'09.6"W. and thence along the Canada/U.S. boundary extended in a straight line to 44°50'16"N., 66°57'06"W.
2P	1		Campobello Island to The Wolves	A line joining positions 44°55'55"N., 66°53'56"W. & 44°56'12"N., 66°44'03"W.
2R	1		From Southwest Wolf Island to sector boundary	A line joining positions 44°56'12"N., 66°44'03"W. & 44°53'12"N., 66°36'01"W.
3Q	1 & 2		Boundary between sector 1 and sector 2	A line joining positions 44°43'11"N., 66°44'18"W. & 45°03'32"N., 66°27'33"W.
5R	2			A line joining positions 45°03'36"N., 66°12'24"W. & 45°07'07"N., 66°20'54"W.
3P	1		A line from Pea Point of Scott Head	A line joining positions 45°02'21"N., 66°48'33"W. & 44°55'55"N., 66°53'56"W.

Number	Sector	Name	General Description & Conditions	Geographic Description
4P	1		Head Harbor Passage	A line joining positions 44°56'49"N., 66°58'26"W. & 44°55'54"N., 66°56'30.5"W.
5P	1		Passamaquoddy Bay	A line joining positions 45°04'17"N., 66°55'16"W. & a position on the Canada/U.S. boundary line at 45°01'36"N., 67°04'00"W.
1M	1		Outer boundary of sector 1 southwest of Brier Island	A line joining positions 43°58'45"N., 66°27'45"W. & 44°09'30"N., 66°47'03"W.
2M	1		Entrance to St. Mary's Bay	A line joining positions 44°05'10"N., 66°12'40"W. & 44°12'03"N., 66°23'13"W.
3M	1		South end of Petit passage	The arc of a circle of $1\frac{1}{2}$ miles radius, centered on position 44°22'18"N., 66°12'12"W. and extending from shore to shore in the waters of St. Mary's Bay
4M	1		North end of Petit Passage	The arc of a circle of $1\frac{1}{2}$ miles radius, centered on position 44°24'10"N., 66°13'03"W. and extending from shore to shore in the waters of the Bay of Fundy
6M	2			A line joining positions 44°39'57"N., 65°49'58"W. & 45°01'36"N., 66°04'21"W.

PUB 140 (Continued)

Number	Sector	Name	General Description & Conditions	Geographic Description
5U	2			A line joining positions 45°08'02"N., 65°50'59"W. & 45°15'24"N., 65°48'42"W.
1D	2		Entrance and exit to Digby Gut	The arc of a circle of 2 miles radius, centered on position 44°42'38.5"N., 65°46'26"W. & extending from shore to shore in the waters of the Bay of Fundy
5S	2			A line joining positions 45°01'36"N., 66°04'20"W. & 45°08'02"N., 65°50'59"W.
8U	2 & 3		Boundary between sectors 2 and 3	A line joining positions 45°19'24"N., 65°32'12"W. & 44°56'53"N., 65°15'56"W.
1L	1		Outer boundary of sector 1 west of Yarmouth, N.S.	A line joining positions 43°43'54"N., 66°26'30"W. & 43°58'45"N., 66°27'45"W.
1Y	1		Outer boundary of Fundy Zone near Yarmouth, N.S.	A line joining positions 43°43'54"N., 66°07'10"W. & 43°43'54"N., 66°26'30"W.
2Y	1		Yarmouth Sound	The arc of a circle of $1\frac{1}{2}$ miles radius, centered on position 43°46'57"N., 66°09'31.5"W. and extending from shore to shore in the waters of Yarmouth Sound

Table 2

Page 349—Table I/Replace with below:

TABLE I

SECTOR	LIMITS	VHF	FREQUENCY
1	The southern boundary of the zone, and a line joining the following positions: (i) 45°03'32"N., 66°27'33"W. (ii) 44°43'11"N., 66°44'18"W. (iii) 44°36'41"N., 65°56'24"W.	14	156.7 MHz
2	The inner boundary of sector I, and the eastern boundary of the zone including the waters of Saint John Harbor northwards to a line joining Pleasant Point, 45°16'29"N., 66°05'49"W., and Pokiok, 45°16'38"N., 66°05'36"W.	12	156.6MHz
3	All of the waters encompassed by the shores of New Brunswick and Nova Scotia E of a line joining positions 45°19'24"N., 65°32'12"W., and 44°56'53"N., 65°15'56"W., which is described as the eastern limit of sector 2.	71	156.575MHz

(DMAHTC/MCNN) 40/90

Page 369—Line 23/R; read:
46°05'08"N., 73°00'13"W.
(Can Ann 1990) 44/90

Page 369—Line 23/R; insert after:

21A	5	Turcotte Bridge	Inbound and Outbound Riviere Richelieu	46°02'32"N., 73°07'09"W.

(Can Ann 1990) 44/90

PUB 140 3 Ed 1988 LAST NM 44/90

Page 287—Line 16/R; read:
distance to render assistance. Two white or yellow smoke candles released singly about 3 minutes apart indicate the submarine is preparing to surface. Vessels should clear area immediately without stopping propellers.
(BA Annual Notice 8/91) 10/91

PUB 140 3 Ed 1988 LAST NM 10/91

Page 288—Lines 24-26/L; read:
regular intervals by firing candles giving off a red flame and white smoke or just yellow smoke.
(BA Annual NM 8/91) 11/91

Page 289—Line 43/L; read:
a length of wire. The 0060 buoy has 915
(BA Annual NM 8/91) 11/91

PUB 141 4 Ed 1989 NEW EDITION

(DMAHTC) 34/89

PUB 141 4 Ed. 1989 LAST NM 34/89

Page 23—Lines 36-41/R; read:

14.03 Orkney Harbors Navigation Service.—This navigation service is available to all vessels navigating in Scapa Flow, Wide Firth, and Shapinsay Sound; additionally, radar surveillance is maintained over Scapa Flow, and Pentland Firth.

Vessels should contact Orkney Harbor Radio on entering or moving within Scapa Flow. A listening watch should be maintained on Channel 16 for traffic and navigation information.

"Orkney Harbor Radio", located at the Orkney Harbor Authority Building (58°57.7'N., 2°58.1'W.) may be contacted on VHF channels 9, 11, 16 and 20. Weather broadcasts are made on channel 11.

Pilots.– For Scapa Flow and approaches, pilotage is compulsory for all passenger vessels over 65m (213 ft.) in length, and for all other vessels over 75m (246 ft.) in length. Vessels desiring pilotage should send their ETA at Cantick Head (58°47'N., 3°08'W.) to Orkney Harbor Radio at least 12 hours in advance, confirming at least 2 hours prior to arrival. The boarding ground is located 1½ miles S of Cantick Head Light, or 1 mile NE of North Head on Swona (58°45'N., 3°03'W.) for vessels passing E of that island.

For Wide Firth, Shapinsay Sound and Kirkwall Bay, pilotage is compulsory for all passenger vessels over 65m (213 ft.) in length, and for all other vessels over 80m (262 ft.) in length. Pilots should be requested at least 12 hours in advance through Orkney Harbor Radio, confirming 2 hours prior to arrival. The pilot will board about 1 mile NW of Rerwick Head (59°00'N., 2°48'W.).

(DMAHTC/MCNN) 37/89

Page 23–Lines 36-41/R: read:
should navigate with the white sector of Ravenstock Point Directional Light astern, between the bearings of 203½° to 204½°. This will lead vessels to the 031° lighted range. This range should be steered on until the individual pier head ranges are in line; Pier No. 2 being 066°, and Pier No. 3 being 097°.
(DMAHTC/MCNN) 41/89

Page 231–Lines 36-41/R; read:

14.03 Orkney Harbors Navigation Service.–This navigation service is available to all vessels navigating in Scapa Flow, Wide Firth, and Shapinsay Sound; additionally, radar surveillance is maintained over Scapa Flow, and Pentland Firth.

Vessels should contact Orkney Harbor Radio on entering or moving within Scapa Flow. A listening watch should be maintained on Channel 16 for traffic and navigation information.

"Orkney Harbor Radio", located at the Orkney Harbor Authority Building (58°57.7'N., 2°58.1'W.) may be contacted on VHF channels 9, 11, 16 and 20. Weather broadcasts are made on channel 11.

Pilots.– For Scapa Flow and approaches, pilotage is compulsory for all passenger vessels over 65m (213 ft.) in length, and for all other vessels over 75m (246 ft.) in length. Vessels desiring pilotage should send their ETA at Cantick Head (58°47'N., 3°08'W.) to Orkney Harbor Radio at least 12 hours in advance, confirming at least 2 hours prior to arrival. The boarding ground is located 1½ miles S of Cantick Head Light, or 1 mile NE of North Head on Swona (58°45'N., 3°03'W.) for vessels passing E of that island.

For Wide Firth, Shapinsay Sound and Kirkwall Bay, pilotage is compulsory for all passenger vessels over 65m (213 ft.) in length, and for all other vessels over 80m (262 ft.) in length. Pilots should be requested at least 12 hours in advance through Orkney Harbor Radio, confirming 2 hours prior to arrival. The pilot will board about 1 mile NW of Rerwick Head (59°00'N., 2°48'W.).

(DMAHTC/MCNN) 41/89

Page 212 Lines 51-55/L; read:

Pilotage is compulsory within Peterhead Harbor for merchant vessels over 50 grt except vessels exempt by law.

Pilotage is compulsory within Peterhead Bay Harbor for the following vessels:

(continued on next page)

All oil tankers.

All vessels whose grt exceeds 3500. Vessels of lesser tonnage may, due to defects or for other special reasons, be required to take a pilot at the discretion o' the Harbor Master.

All vessels carrying more than 1 ton of IMO Class 1 explosives.

All vessels carrying hazardous cargos or dangerous goods in bulk or quantities of 100 tons or more.

The pilot boards 500 yards SE of the breakwater entrance except in bad weather when the pilot boards within the breakwaters. The pilot vessel is equipped with VHF R/T.

(DMAHTC/MCNN) 4/90

Page 231—Lines 36-41/R; read:

14.03 Pilotage.— The Orkney Harbours Navigation Service is available to all vessels navigating in Scapa Flow, Wide Firth and Shapinsay Sound. Vessels should call Orkney Harbour Radio on entering and before moving within Scapa Flow. Listening watch should be maintained on Ch. 16. Service also provides details of shipping movements and navigational information.

For Scapa Flow and approaches: pilotage is compulsory for all vessels over 65m (213 ft.) LOA and for all other vessels over 75m (246 ft.) LOA. Send ETA at Cantick Head, including draft and destination, at least 12 hours in advance to Orkney Harbour Radio, with amendments at least 2 hours in advance. Pilot boards 1 $\frac{1}{2}$ miles S of Cantick Head lighthouse, or 1 mile NE of North Head light (Swona) for vessels passing E of Swona. Pilot vessel is on station only when a vessel is expected.

For Wide Firth, Shapinsay Sound and Kirkwall Bay: pilotage is compulsory for all passenger vessels over 65m (213 ft.) LOA and for all other vessels over 80m (262 ft.) LOA. Send ETA at Rerwick Head at least 12 hours in advance to Orkney Harbour Radio, with amendments at least 2 hours in advance. Pilot boards 1 mile NW of Rerwick Head. Pilot vessel is on station only when a vessel is expected.

(BA RA Vol. 6) 51/90

Page 266—Line 1/L; read:

For **Pilotage** information see 14.03.

(DMAHTC/MCNN) 51/90

Page 301—Lines 40-41/R; read:

Pilotage.— Pilotage is compulsory for all vessels carrying dangerous cargos navigating within the harbor area, the limits of which are shown on the chart. Vessels approaching via the N channel should embark their pilot in position 60°09.2'N., 1°22.2'W and those approaching via the S channel in position 60°06.3'N., 1°21.7'W.

(BA NP52 Supp. 8) 51/90

Page 307—Lines 38-39/R; read:

Pilots.— Pilotage is compulsory for all vessels carrying passengers with a length of 30m (98 $\frac{1}{2}$ ft.) or more, all oil tankers of 1,600 grt or more, all vessels carrying dangerous substances and all vessels of 3,000 grt or more intending to berth, anchor or shift within the area of the inner harbor defined as that part of the harbor bounded in the N by a line from Rova Head light to Ness of Beosetter and in the S by a line from the Knab to Taing of Ham. The tug "Knab" (blue

(BA NM 31/89) 51/90

Page 344—Graphic/strike out:

Replace with new graphic from back of Section I.

(BA NM44/89) 2/91

Page 353—Line 33/R; insert after:

The harbor at Eidhi is protected by breakwaters. There is a depth of 9.1m (29 $\frac{3}{4}$ ft.) in the entrance. Depths in the harbor range from 5.1 to 8.1m (16 $\frac{3}{4}$ to 26 $\frac{1}{2}$ ft.). Depths at the wharf are 5.1 to 6.1m (16 $\frac{3}{4}$ to 20 ft.).

(51-52(1829)90 Kobenhavn) 6/91

Page 226—Lines 26-55/R; strike out.

(BA NM 1/91) 8/91

PUB 141 (continued)

Page 227—Lines 1-3/L; read:

Dock Signals.— A red flashing light situated on top of the Port Control Building at the lockway entrance advises vessels when not to enter or leave Camperdown Dock.

(BA NM 1/91) 8/91

PUB 141 4 Ed 1989 LAST NM 8/91

Page 307—Lines 33-35/R; read:

N approach has been dredged (1990) to a depth of 6m (19 $\frac{1}{2}$ ft.).

(11(778)91 Taunton) 21/91

PUB 141 4 Ed 1989 LAST NM 21/91

Page 89—Lines 9-11/L; read:

Sgeir Vichalea (56°55'N., 7°31'W.) is a drying rock lying about $\frac{1}{2}$ mile WNW of Am Meall.

(14(990)91 Taunton) 24/91

PUB 141 4 Ed. 1989 LAST NM 24/91

Page 209—Line 38/L; insert after:

OUTLYING DANGERS

Auk Oil Field (56°24'N., 2°04'E.) is situated about 140 miles ESE of Aberdeen. A combined drilling and production platform stands in the field; the top of the derrick attains an elevation of 90m (295 ft.).

Fulmar Oil Field (56°29'N., 2°09'E.) and **Clyde Oil Field** (56°27'N.,2°17'E.) lie about 6 miles NNE and 8 miles NE, respectively, of Auk Oil Field; there are SPM buoys for tankers located within the fields. A submarine pipeline extends from the fields to Saint Fergus.

Montrose Oil Field (57°27'N.,1°23'E.) is situated about 115 miles ENE of Aberdeen. A combined drilling and production platform stands in the field. **Arbroath Oil Field** lies close S of Montrose Oil Field.

Kittiwake Oil Field (57°27'N., 0°31'E.), **Lomond Gas Field** (57°18'N., 2°10'E.), and **Gannett Oil Field** (57°13'N., 1°12'E.) lie about 28 miles W, 27 miles ESE, and 18 miles SW, respectively, of Montrose Oil Field.

Forties Oil Field (57°44'N., 0°55'E.) is situated about 95 miles E of Kinnairds Head; there are five production platforms in the field and a submarine pipeline extends W from the field to Cruden Bay. **Everest Gas Field** (57°45'N., 1°39'E.) lies about 20 miles E of Forties Oil Field.

Buchan Oil Field (57°54'N., 0°02'E.) is situated about 68 miles ENE of Kinnairds Head. The production platform is a converted semi-submersible drilling rig; two booms, from which excess gas is burnt, extend 70m (230ft.) from the platfrom.

Maureen Oil Field (58°08'N.,1°42'E.) is situated about 36 miles NE of Forties Oil Field; the production platform in the field is connected by submarine pipeline to an articulated loading center close SE of it. **Moira Oil Field** (58°02'N.,1°36'E.), **Cyrus Oil Field** (58°07'N., 1°21'E.), and **Andrew Oil Field** (58°04'N., 1°20'E.) lie about 6 miles SSW, 11 miles W, and 12 miles WSW, respectively, of Maureen Oil Field.

Balmoral Oil Field (58°14'N., 1°06'E.) is situated about 32 miles N of Forties Oil Field; a production platform stands in the center of the field. **Glamis Oil Field** (58°10'N., 1°03'E.) lies 4 miles SW of Balmoral Oil Field.

Claymore Oil Field (58°27'N., 0°15'W.) with **Scapa Oil Field** close W, lies about 74 miles NE of Kinnairds Head; a production platform stands in the field. An intermediate compression platform (Total) stands on the submarine gas pipeline about 23 miles N of the field.

Piper Oil Field (58°28'N.,0°16'E.) lies about 14 miles E of Claymore Oil Field ; the production platform which stood in the field, was destroyed by explosion (1988).

Tartan Oil Field (58°22'N.,0°04'E.) is situated about 11 miles SE of Claymore Oil Field; a production platform stands in the field. **Highlander Oil Field, Petronella Oil Field,** and **Scott Oil Field** lie close WNW,WSW, and SSE, respectively, of Tartan Oil Field. **Chanter Oil Field** (58°23'N., 0°25'E.) lies about 10 miles E of Tartan Oil Field. **Ivanhoe** and **Rob Roy Oil Fields** (58°12'N., 0°07'E.) lie about 11 miles S of Tartan Oil Field.

PUB 141 (continued)

Brae Oil Field (58°41'N.,1°17'E.) is situated about 43 miles NE of Tartan Oil Field; two production platforms located $6\frac{1}{4}$ miles apart, stand in the vicinity of the field. **Birch Oil Field** and **Miller Oil Field** lie $5\frac{1}{2}$ miles S and 5 miles E, respectively, of Brae Oil Field. **Tiffany Oil Field** (58°29'N.,1°22'E.) lies about 13 miles S of Brae Oil Field and **Toni** and **Thelma Oil Fields** (58°22'N.,1°23'E.) lie about 20 miles S of Brae Oil Field.

For gas and oil fields located N and E of the above fields, see Pub. 182 Sailing Directions (Enroute) for the North and West Coasts of Norway.

(MCNN RS 012-91) 33/91

Page 279—Line 17/R; insert after:

OUTLYING DANGERS

For oil and gas fields located SE, E, and NE of the Shetland Islands, see Pub. 182 Sailing Directions (Enroute) for the North and West Coasts of Norway.

(DMAHTC/MCNN) 33/91

SD-88

PUB 142 5 Ed 1989 NEW EDITION

(DMAHTC) 25/89

PUB 142 5 Ed 1989 LAST NM 25/89

Page 171—Lines 9-15/R; read:

Pilotage.— Pilotage is available for both Swansea and Port Talbot. Pilotage for these two ports is compulsory (for Swansea, N of the Mumbles Head) for vessels over 1600 grt and for all vessels carrying 12 or more passengers. Vessels without local knowledge should not attempt to enter and leave these ports without a pilot. Contact Pilot Vessel 1 hour (Swansea) or 2 hours (Port Talbot) before ETA at pilot boarding positions. Pilot boards 1.1 miles SE of the Mumbles Head lighthouse for Swansea, or 6.5 miles SSW of Mumbles Head for Port Talbot.

(BA NM40/90) 49/90

Page 172—Lines 24-36/R; read:

Pilotage.— Pilotage is available 24 hours. ETA should be sent 24 hours in advance throught the agent. Amendments should be sent at least 4 hours before original ETA.

Pilotage is provided by Swansea.

(BA NM 40/90) 49/90

PUB 142 5 Ed 1989 LAST NM 49/90

Page 158—Lines 33-34/R; read:

Bridgwater is compulsory for all vessels over 30m (98 ft.) LOA. Pilots normally board vessels off Burn-

(BA NM46/90) 3/91

Page 183—Lines 18-32/R; read:

Portishead Dock is located $1\frac{1}{2}$ miles SW of the river mouth. Dredging has not been maintained and the dock is no longer used for commercial shipping.

(45/90 Taunton) 3/91

PUB 142 5 Ed 1989 LAST NM 3/91

Page 39—Lines 7-9/R; read:

Pilotage is compulsory west of 6°00'W and between the latitudes of Bailey Lighthouse and Sorrento Point, for vessels carrying passengers, petroleum or explosive cargo and for those over 200 grt.

(BA NM 50/90) 7/91

PUB 142 5 Ed 1989 LAST NM 7/91

Page 224—Lines 33-34/L; read:

at MHWN. The dock can accommodate vessels up to 85m (279 ft.) long, with a beam of 14m (46 ft.) and a draft of 4.6m (15 ft.) at HWS.

(BA NM 14-91, Section IV) 24/91

Page 224—Lines 40-42/L; read:

There are two riverside wharves, North Wall and East Wall, which can accommodate vessels up to 3,000 dwt, and a maximum length of 90m (295 ft.) and a maximum beam of 14m (46 ft.).

(BA NM 14-91, Section IV) 24/91

PUB 143 5 Ed 1991 LAST NM 21/91

Page 65—Lines 3-5/L; read:
ary from the pilot boarding ground to a line joining Pointe de Grave to Pointe de Suzac, 3 miles E, and for vessels over 50m (164 ft.) in length navigating in the river S of this line. Pilotage is compulsory for all ves-
(BA NM 13-91, Part VI; US CH 37403) 23/91

Page 65—Lines 12-17/L; read:
their ETA at least 12 hours (18 hours, if possible) in advance to the pilot station at Verdon. The pilot station should be advised of the vessel's draft, speed, and whether or not a pilot can be received
(BA NM 13-91, Part VI) 23/91

Page 190—Line 53/R; read:
W of the front structure. — See Bahia de Cadiz and Approaches.
(DMAHTC/MCNN) 23/91

Page 245—Line 47/R; insert after:
It was reported (1990) that a light is shown in the vicinity of a pier at a shipyard located about $\frac{3}{4}$ mile N of the root of the breakwater.
(MCNN RS 010/91) 23/91

Page 246—Line 2/L; read:
lies about 600 yards S of the head of Molhe 2; it was reported (1990) that this wreck had been removed.
(MCNN RS 010/91) 23/91

Page 194—Lines 1-2/R; strike out.
(Can NM 13-91, Section IV) 23/91

Page 294—Lines 4-6/R; read:
end, extends from the shore abreast of the town. Alongside depths vary from 6.4 to 6.7m (21 to 22 ft.).
A basin formed by two breakwaters is situated W of the public wharf. In 1990, depths in the basin ranged from 2.1 to 3m (7 to 9 $\frac{3}{4}$ ft.).
(Can NM 14-91, Section IV;
14(275)91 Ottawa) 23/91

Page 295—Line 3/L; insert after:
Caution.— The wharf has been reported (1991) to be in ruins.
(Can NM 16-91), Section IV) 23/91

PUB 143 5 Ed 1991 LAST NM 23/91

Page 184—Line 25/L; insert after:
An area within which fishing is prohibited, lies off the mouth of the river and can best be seen on the chart.
(32(1267)90 Cadiz) 25/91

Page 187—Line 58/R; insert after:
Caution.—An area within which fishing is prohibited, lies off the approaches to the river and can best be seen on the chart.
(32(1267)90 Cadiz) 25/91

Page 306—Lines 35-37/L; read:
Pilotage is compulsory for vessels over 100 grt and is available day and night. ETA should be sent 24 hours in advance. The pilot boards about 1 mile NE of Ile de Goree and can
(BA NM 9/91, Section VI) 25/91

Page 310—Line 39/L; insert after:
It was reported (1991) that a racon has been established at the water tower.
(15(1074)91 Taunton) 25/91

SD-90

PUB 143 5 Ed 1991 LAST NM 25/91

Page 221—Line 11/R; insert after:
Caution.— A special protection area has been established for the Ilhas Deserats.
(8(80)91 Lisboa) 28/91

PUB 145 5 Ed 1989 NEW EDITION

(DMAHTC) 20/89

Page 37/graphic; strike out.
(DMAHTC/MCNN) 20/89

Page 144—Lines 20-25/L; read:
Port Hood leading lights, in line bearing 007.5°, are situated on the NE side of the harbor. The front light is shown from a skeleton mast, 5.2m (17 ft.) high, with a white daymark with a fluorescent red vertical stripe, situated on the outer end of the public wharf. The rear light is shown from a similar structure.
(DMAHTC/MCNN) 43/90

Page 145—Lines 7-11/L; read:
square tower on the NE end of the island.
(DMAHTC/MCNN) 43/90

Page 145—Line 55/L; insert after:
Cribbean Head main light is shown at an elevation of 20m (67 ft.) from a triangular skeleton mast, 3m (10 ft.) high, situated on the cliff.
(DMAHTC/MCNN) 43/90

Page 195—Lines 40-41/R; read:
Naufrage West breakwater light is shown from a square skeleton tower, situated on the outer end of the west breakwater.
(DMAHTC/MCNN) 43/90

Page 196—Line 20/L; read:
Lights.— Range lights in line bearing 200°, are
(DMAHTC/MCNN) 43/90

Page 198—Line 38/R; read:
Range lights, in line bearing 306 $\frac{1}{2}$ °, for the outer.
(DMAHTC/MCNN) 43/90

Page 208—Lines 47-49/L; strike out.
(DMAHTC/MCNN) 43/90

Page 218—Line 29/L; insert after:
Skinner's Pond North Breakwater light is shown from an aluminum circular mast situated on the outer end of the breakwater.
(DMAHTC/MCNN) 43/90

Page 222—Line 6/L; read:
Pictou Bar light is shown from a hexagonal
(DMAHTC/MCNN) 43/90

Page 223—Lines 8-10/L; read:
on the SE point, is shown from a red pyramidal skeleton tower, with a red and white rectangular daymark.

Pictou Island (West End) light, on West Point, is shown from a red tower with a red and white rectangular daymark.
(DMAHTC/MCNN) 43/90

Page 225—Lines 25-29/L; read:
Wallace Harbor sector light is situated on Macfarlane Point. The light is shown from a white pyramidal tower with a red vertical stripe. The white sector, visible between bearings of 257° and 258°, indicates the preferred channel.
(DMAHTC/MCNN) 43/90

Page 231—Lines 32-34/L; strike out.
(DMAHTC/MCNN) 43/90

Page 246—Line 13/L; read:
low and is reported to be unnavigable.
(DMAHTC/MCNN) 43/90

Page 251—Line 25/L; read:
wharf, 168m (550 ft.) long with a depth of 11.6m (38
(DMAHTC/MCNN) 43/90

Page 257—Lines 44-52/L; read:
miles NW of Les Caps Noirs is 305m (1,000 ft.) long. The outer 120m (394 ft.) on the east side has a least depth of 4.7m (15 ft.), and on the outer 120m (394 ft.) on the west side a least depth of 4.4m (14 ft.). In 1987 the outer 30m (98 ft.) of the spur wharf was in ruins and mariners are warned to stay clear of the area.
(DMAHTC/MCNN) 43/90

Page 259—Line 55/R; insert after:
Anse-aux-Sauvages light is shown from a black square mast on the outer end of the pier.
(DMAHTC/MCNN) 43/90

Page 260—Lines 14-23/R; read:
At Sandy-Beach, on the south side of the outer harbor, the public wharf is 231m (759 ft.) long and 33m (110 ft.) wide, with a least depth of 9.4m (31 ft.) along the outer 180m (590 ft.) of the north face. On the south side, depths vary from 7.6 to 12.2m (25 to 39 ft.) along the outer 175m (575 ft.).

An L-shaped wharf, in ruins, and a marine railway lie 61m (200 ft.) south of the public wharf.
(DMAHTC/MCNN) 43/90

Page 287—Lines 34-43/R; read:
There are four public wharves at Sept-Iles. About $1\frac{1}{2}$ miles NW of Pointe aux Basques there is an L-shaped public wharf. The main stem of the wharf, Quai du parc Urbain (No. 20), is 86m (282 ft.) long and the L-end is 30m (98 ft.) long.

A breakwater situated about $\frac{1}{2}$ mile SE of berth No. 20 forms a basin, in which there was a least depth of 4.3m (14 ft.) in 1989. Berth No. 16 is situated in this basin.

A public wharf, Quai Monseigneur Blanche, 200m (656 ft.) long, is situated about 1,200 yards SE of berth No. 20. Berths No. 14 and 15 form the NW face of the wharf and, in 1989, the depths alongside varied between 5 and 8.5m (16 and 28 ft.). The SE side of the wharf is lined with boulders and the SW end is in ruins.
(DMAHTC/MCNN) 43/90

Page 287—Line 48/R; read:
has a depth of 7.6m (25 ft.) in 1988. The
(DMAHTC/MCNN) 43/90

PUB 145 5 Ed 1989 LAST NM 43/90

Page 287—Line 56/R; read:
depth of 11.9m (39 ft.) alongside the south face in 1988.
(Can NM 12/90) 44/90

Page 288—Lines 8-9/L; read:
488m (1,602 ft.). The depth alongside the outer end is 18.2m (60 ft.).
(Can NM 12/90) 44/90

Page 288—Line 10/R; insert after:

A Ro-Ro wharf with a least depth of 14m (46 ft.) in 1985 lies $\frac{1}{2}$mile E of Pointe Noire.

Range lights in line bearing 181° and privately maintained mark the approach to the wharf.

(Can NM 16/89) 44/90

Page 294—Line 15/R; insert after:

A conspicuous tower, with an elevation of 235m (771 ft.), marked by red aircraft obstruction lights, lies about $\frac{3}{4}$mile SSE of Cap Chat light.

(Can NM 13/88) 44/90

Page 299—Lines 14-16/R; read:

directions by the entrance points to the river. There are three wharves in ruins near the river

(Can NM 37/88) 44/90

Page 302—Line 23/L; insert after:

Caution.— A submerged water intake pipeline extends 1 mile N from the shore at Pointe aux Cenelles.

(Can NM 44/88) 44/90

Page 303—Line 9/L; insert after:

This wharf is now in ruins.

(Can NM 7/90) 44/90

Page 311—Line 39/R; read:

with a vertical clearance of 50m (164 ft.), crosses

(Can NM 47/89) 44/90

Page 313—Line 21/R; insert after:

Caution.—The channel from Saint-Fulgence to the area adjacent to the wharf at Chicoutimi is subject to silting. Therefore, there may be less depth than shown on the chart. The dredged channel downstream from the Maltais wharf (Pointe a l'Islet) is maintained to the charted depth. The areas upstream from the Maltais wharf are no longer maintained and filling can be expected.

(Can NM 34/89) 44/90

Page 317—Line 20/R; read:

Cap au Saumon. The public wharf is in ruins.

(Can NM 19/90) 44/90

Page 321—Lines 19-20/L; read:

depth of 7.3m (24 ft.) alongside. The N face of the

(Can NM 38/88) 44/90

Page 330—Line 13/R; read:

of 52m (171 ft.), span the river 2 miles W of St.

(Can NM 14/87, 8/89) 44/90

Page 330—Table/Replace with below:

PORT FACILITIES - QUEBEC - PUBLIC WHARVES

Berth	No.	Length	Depth	Remarks
Battures de Beauport	50	210m (690 ft.)	11.8m (38 $\frac{3}{4}$ ft.)	Liquid bulk cargo
	51	210m (690 ft.)	12.2m (40 ft.)	Dry bulk cargo
	52	211m (692 ft.)	12.2m (40 ft.)	Dry and liquid bulk cargo
	53	213m (699 ft.)	15.1m (49 $\frac{1}{2}$ ft.)	Dry bulk cargo
	54	213m (699 ft.)	15.1m (49 $\frac{1}{2}$ ft.)	Dry bulk cargo
Riviere Saint Charles	24	168m (551 ft.)	9.0m (29 $\frac{1}{2}$ ft.)	Not in use
	27	293m (961 ft.)	12.2m (40 ft.)	Ro-Ro
	28	277m (909 ft.)	11.9m (39 ft.)	Grain loading
	29	305m (1,000 ft.)	11.3m (37 ft.)	General cargo
	30	224m (735 ft.)	10.0m (32 $\frac{3}{4}$ ft.)	General cargo
	31	224m (735 ft.)	8.0m (26 $\frac{1}{4}$ ft.)	General cargo
St. Lawrence River	18	241m (791 ft.)	11.0m (36 ft.)	Grain unloading
	21	206m (676 ft.)	11.7m (38 $\frac{1}{4}$ ft.)	
	22	325m (1,066 ft.)	10.7m (35 ft.)	Passenger vessels
	25	223m (732 ft.)	10.7m (35 ft.)	General cargo
	26	241m (791 ft.)	11.0m (36 ft.)	General cargo
Levis Wharf	81	220m (722 ft.)	10.0m (32 $\frac{3}{4}$ ft.)	
Anse au Foulon	101	198m (650 ft.)	11.3m (37 ft.)	General cargo
	102	134m (440 ft.)	11.3m (37 ft.)	General cargo
	103	211m (692 ft.)	11.3m (37 ft.)	General cargo
	104	211m (692 ft.)	11.3m (37 ft.)	General cargo
	105	195m (641 ft.)	11.3m (37 ft.)	General cargo and lumber
	106	195m (641 ft.)	11.3m (37 ft.)	General cargo and lumber
	107	173m (568 ft.)	11.3m (37 ft.)	Liquid and dry bulk cargo
	108	180m (591 ft.)	11.3m (37 ft.)	Liquid and dry bulk cargo
Bassin Louise	4	240m (787 ft.)	3.8m (12 $\frac{1}{2}$ ft.)	
	5	180m (590 ft.)	5.1m (16 $\frac{3}{4}$ ft.)	
	14	178m (584 ft.)	6.2m (20 $\frac{1}{4}$ ft.)	
	17	210m (689 ft.)	4.3m (14 ft.)	
	19	192m (630 ft.)	9.0m (29 $\frac{1}{2}$ ft.)	
	20	342m (1,122 ft.)	7.5m (24 $\frac{1}{2}$ ft.)	

(Can NM 50/89) 45/90

Page 333—Lines 40-42/R; read:
(150 ft.).

Overhead Cables.— Overhead power cables, with clearance of 48 and 50m (157 and 164 ft.), span the Saint Lawrence River between the two bridges. Other power cables, close above the Pont Pierre-Laporte, have a clearance of 45m (148 ft.).

(Can NM 33/88, 8/89) 45/90

Page 334—Line 8/R; insert after:

Submarine Pipeline.— A sewer outlet pipeline extends about $\frac{3}{4}$ mile in a SSW direction from a position on shore about 600 yards ESE of the entrance to Riviere Jacques-Cartier.

(Can NM 50/86, 8/89) 45/90

Page 336—Line 40/L; insert after:

No vessel carrying explosives shall tie up or anchor within the limits of the port of Trois-Rivieres.

(Can NM 35/89) 45/90

Page 336—Lines 47-48/L; read:

tions of the six anchorage berths are charted. No vessel shall anchor in the berths during the winter season.

(Can NM 35/89) 45/90

Page 340—Table/Replace with below:

PORT FACILITIES - TROIS RIVIERES

Berth	No.	Length	Depth	Remarks
Ports Canada	1	152m (500 ft.)	9.1m (30 ft.)	Paper loading
	2	122m (400 ft.)	9.1m (30 ft.)	Paper loading
	3	218m (715 ft.)	9.1m (30 ft.)	
	4	117m (385 ft.)		No longer
	6	91m (300 ft.)		being used
	7	91m (300 ft.)		or maintained
	9	102m (335 ft.)		by dredging
	10	282m (925 ft.)	10.6m (35 ft.)	
	11	218m (715 ft.)	10.6m (35 ft.)	Ro-Ro
	13	177m (580 ft.)	9.1m (30 ft.)	
	14	152m (500 ft.)	10.6m (35 ft.)	
	15	120m (395 ft.)	10.6m (35 ft.)	
	16	175m (575 ft.)	10.6m (35 ft.)	Grain unloading
	17	219m (720 ft.)	9.1m (30 ft.)	Grain unloading
	19	219m (720 ft.)	9.1m (30 ft.)	Bulk liquid and dry bulk cargo
	20	219m (720 ft.)	10.6m (35 ft.)	
	21	122m (400 ft.)	6.4m (21 ft.)	Fuel oil
Consolidated Bathurst				
Cap de la Madeleine		91m (300 ft.)	7m (23 ft.)	
Ile de la Potherie		97m (320 ft.)	9.1m (30 ft.)	
CIP		277m (744 ft.)	9.1m (30 ft.)	Bunker Oil
St. Angele de Laval		75m (245 ft.)	4.3m (14 ft.)	Ferry terminal

Note: Owing to continual silting, the depths alongside the wharves are constantly changing, but are reported to be maintained by dredging to the depths indicated.

(Can NM 44/89) 46/90

Page 341—Lines 6-7/R; read:
of 7.9m (26 ft.) alongside in 1989. The E face, with a depth of 8.2m (27 ft.) in 1989, has a
(Can NM 24/89) 46/90

Page 343—Lines 18-19/L; read:
Overhead power cables, with a clearance of 53.3m (175 ft.), cross the river adjacent to the power plant.
(Can NM 8/89) 46/90

Page 343—Lines 24-25/L read:
the upstream side and outer end of which are protected by rocks.
(Can NM 27/90) 46/90

Page 343—Line 39/R; read:
minimum clearance of 53.3m (175 ft.), span the St.
(Can NM 7/89) 46/90

Page 344—Line 50/R; read:
53.6m (176 ft.) over the main channel.
(Can NM 7/89) 46/90

PUB 145 5 Ed 1989 LAST NM 46/90

Page 3—Line 1-7/R; read:
Vessel Traffic Services.— A VTS center at Saint John, New Brunswick, (call sign "Fundy Traffic") administers a system for the Bay of Fundy, including Saint John Harbor. The system features radar, VHF radio and VHF D/F monitoring. The system is mandatory and applies to vessels 20m (65 $\frac{1}{2}$ ft.) in registered length or more.
(Can NM 30/90) 47/90

Page 5—Lines 21-26/L; read:
the E shore. The village of Seal Cove, where there are two boat harbors, lies at the NW corner of the cove. The inner harbor, which dries, has an entrance 28m (92 ft.) wide between two curved breakwaters. A light is shown on a mast on the outer end of the west breakwater.

The other boat harbor, is located to the SW of the inner harbor. This is protected by an outer breakwater and wharf, 280m (918 ft.) long, and a breakwater with a wharf close to the N; the entrance between them is 26m (85 ft.) wide. A light is shown from a mast at the outer end of the breakwater.
(Can SD 1990) 47/90

Page 5—Lines 32-33/L; read:
Abandoned submarine cables are laid from the village of Seal Cove to a point on Wood Island.
(Can SD 1990) 47/90

Page 8—Line 37/L; read:
N of East Wolf Island.
(Can NM 28/90) 47/90

Page 17—Line 47/L; read:
breakwater and has a depth of 5.3m (17 ft.) along the
(Can SD 1990) 47/90

Page 17—Line 24/R; read:
main harbor, has a clearance of 23m (75 $\frac{1}{3}$ ft.). Fixed
(Can SD 1990) 47/90

Page 17—Line 29/R; read:
length of 427m (1,400 ft.), width of 38m (125 ft.),
(Can SD 1990) 47/90

Page 22—Lines 1-10/R; read:
Vessel Traffic Services.— A VTS center at Saint John administers a mandatory system for all vessels 20m (65 $\frac{1}{2}$ ft.) in registered length or more. Vessels of less than 20m (65 $\frac{1}{2}$ ft.) in length are encouraged to maintain a listening watch on the appropriate VTS channel when navigating in the Fundy Zone.
(Can SD 1990) 47/90

Page 23—Lines 1-13/L; strike out.
(Can SD 1990) 47/90

Page 38—Line 22/L; read:
inland. A sector light is shown from a tower. The white sector indicates the preferred channel to the breakwater.
(Can NM 23/90) 47/90

Page III/Line 13/L; read:
of Defense Directive 5105.40, dated 12 December 1988,
(DMAHTC/MCNN) 48/90

Page 140—Lines 17-20/L; read:
head. The center pier has collapsed. This structure is a hazard to navigation and is marked by a light buoy.
(Can SD) 48/90

Page 140—Lines 23 25/L; read:
Point. The wharf is 129m (425 ft.) long with a depth of 9.1m (30 ft.) alongside. There is a mooring dolphin off each end.
(Can SD) 48/90

Page 140—Lines 29-30/L; read:
of 335m (1,100 ft.). There are depths of 5.8 to 9.4m (19 to 31 ft.) alongside but a depth of 6.4m (21 ft.) lies
(Can SD, US 14111) 48/90

Page 153—Line 27/L; read:
the depth was only 1.8m (6 ft.) in 1987. The remains
(Can SD) 48/90

Page 153—Line 2/R; read:
with a depth of 6.7m (22 ft.) alongside. The fishing
(Can SD) 48/90

Page 154—Line 7/L; read:
and Jackson Point (MacLeods Point), on the mainland about $\frac{1}{2}$ mile
(Can SD) 48/90

Page 154—Lines 9-11/L; strike out.
(Can SD, US 14128) 48/90

Page 154—Line 27/L; insert after:
A light is shown from a mast on The Point.
(Can SD) 48/90

Page 166—Lines 17-21/L; read:
Range lights.— Carey Point directional light is shown from a white circular tower with a red vertical stripe. The white sector indicates the preferred approach to Great Bras d'Or.
(Can SD, 44(1001P)89 Ottawa) 48/90

Page 345—Line 52/R; insert after:
A dredged area of 10.7m (35 ft.) exists at Berth 12N, vessels may anchor with permission of the Port authorities, fenders will be provided if required.
(Can NM 31/90) 49/90

Page 350-351—Table/Replace with below:
(Can NM 18/90, 31/90) 49/90

Page 352—Table/Replace with below:
(Can NM 31/90) 49/90

PORT FACILITIES — MONTREAL

Berth		Length	Depth	Remarks
Cite-du-Harve	M6	218m (714 ft.)	4.6m (15 ft.)	
	M5	157m (515 ft.)	7.6m (25 ft.)	
	M4	157m (515 ft.)	7.6m (25 ft.)	Not used for cargo handling
	M3	157m (515 ft.)	7.6m (25 ft.)	
	M2	157m (515 ft.)	7.6m (25 ft.)	
	M1	91m (300 ft.)	7.6m (25 ft.)	
Bickerdike Pier				
East Side	B1	184m (604 ft.)	7.6-8.8m (25-29 ft.)	
	B2	187m (613 ft.)	8.8m (29 ft.)	
	B3	199m (652 ft.)	8.8m (29 ft.)	
North End	12N	153m (503 ft.)	8.8m (29 ft.)	
West Side	B4	201m (659 ft.)	8.8m (29 ft.)	
	B5	187m (614 ft.)	8.8m (29 ft.)	
	B6	199m (653 ft.)	8.8m (29 ft.)	
	B7	174m (572 ft.)	8.8m (29 ft.)	General cargo and containers
	B8	183m (600 ft.)	8.8m (29 ft.)	Bulk cargo
Windmill Point Wharf	5W	142m (465 ft.)	9.1m (30 ft.)	General cargo and pipeline for molasses and vegetable oil
	7W	316m (1,037 ft.)	9.1m (30 ft.)	
	9W	183m (600 ft.)	9.1m (30 ft.)	Grain unloading
	10W	190m (624 ft.)	9.1m (30 ft.)	Grain unloading
Alexandra Pier				
South Side	3	178m (583 ft.)	10.1m (33 ft.)	Passenger terminal
	5	181m (595 ft.)	10.1m (33 ft.)	Passenger terminal
End of pier	14E	107m (352 ft.)	10.1m (33 ft.)	
Section	25	296m (970 ft.)	8.8m (29 ft.)	
	27	252m (827 ft.)	8.8m (29 ft.)	
	28	246m (807 ft.)	9.1m (30 ft.)	
	29	252m (827 ft.)	9.1m (30 ft.)	
	31	154m (505 ft.)	9.1m (30 ft.)	
	32	154m (505 ft.)	9.1m (30 ft.)	Pipeline for molasses
	33	151m (497 ft.)	9.1m (30 ft.)	
	34	143m (470 ft.)	9.1m (30 ft.)	
	35	169m (554 ft.)	9.1m (30 ft.)	

	36	161m (529 ft.)	9.1m (30 ft.)	
	37	164m (537 ft.)	9.1m (30 ft.)	
	39	183m (600 ft.)	9.1m (30 ft.)	
	40	186m (609 ft.)	9.1-10.6m (30-35 ft.)	
	41	200m (656 ft.)	10.6m (35 ft.)	
	42	188m (616 ft.)	10.6m (35 ft.)	
Laurier Pier	43SW/43SE	266m (873 ft.)	10.2m (33 $\frac{1}{2}$ ft.)	Dry bulk cargo
Tarte Pier	44S	225m (739 ft.)	9.1m (30 ft.)	Dry Bulk cargo
	44N	263m (864 ft.)	9.4m (31 ft.)	
Open Berth	45	169m (554 ft.)	9.1m (30 ft.)	
Berth		**Length**	**Depth**	**Remarks**
Sutherland Pier	46	144m (472 ft.)	10.2m (33 $\frac{1}{2}$ ft.)	
	46SE	162m (532 ft.)	10.2m (33$\frac{1}{2}$ ft.)	Bulk sugar
	47	101m (330 ft.)	9.9m (32 $\frac{1}{2}$ ft.)	
Section	48	196m (644 ft.)	9.9m (32 $\frac{1}{2}$ ft.)	Containers and general cargo
	49	183m (601 ft.)	9.9m (32 $\frac{1}{2}$ ft.)	
	50	190m (623 ft.)	9.9m (32 $\frac{1}{2}$ ft.)	
	51	240m (786 ft.)	10.6m (35 ft.)	
	52	338m (1,109 ft.)	10.6m (35 ft.)	
	54	227m (745 ft.)	10.6m (35 ft.)	Grain loading
	55	168m (550 ft.)	10.7m (35 ft.)	Grain loading
	56	245m (803 ft.)	8.2m (27 ft.)	Grain unloading
	56S	462m (1,515 ft.)	9.1m (30 ft.)	
	57S	265m (869 ft.)	9.1m (30 ft.)	
Section	57/58	363m (1,191 ft.)	9.1-9.8m (30-32 ft.)	Dry bulk and general cargo
	59	152m (500 ft.)	10.6m (35 ft.)	Containers
	60	152m (500 ft.)	10.6m (35 ft.)	Containers
	61	189m (622 ft.)	10.6m (35 ft.)	Containers
	62	245m (805 ft.)	10.6m (35 ft.)	Containers
	64	319m (1,046 ft.)	9.1m (30 ft.)	
	66	208m (624 ft.)	10.7m (35 ft.)	Ro-Ro and containers
	67	223m (732 ft.)	10.7m (35 ft.)	
	68	216m (708 ft.)	10.7m (35 ft.)	
	70	181m (594 ft.)	10.6m (35 ft.)	
	71	198m (650 ft.)	10.6m (35 ft.)	Dry bulk cargo
	72	198m (650 ft.)	10.6m (35 ft.)	Dry bulk cargo
	73	193m (633 ft.)	10.6m (35 ft.)	Containers and Ro-Ro ramp
	74	193m (633 ft.)	10.6m (35 ft.)	General cargo
	76	156m (513 ft.)	10.6m (35 ft.)	Petroleum pipeline
	77	249m (817 ft.)	10.6m (35 ft.)	General cargo and containers
	78	175m (575 ft.)	10.6m (35 ft.)	General cargo and containers

PUB 145 (Continued)

79	245m (805 ft.)	10.6m (35 ft.)	General cargo and containers
80	69m (226 ft.)	10.6m (35 ft.)	General cargo and containers
93	228m (748 ft.)	8.2m (27 ft.)	Dry bulk cargo

PETROLEUM FACILITIES

Berth		Length	Depth	Remarks
Olco	94	238m (781 ft.)	10.6m (35 ft.)	
Ultramar Canada	95	135m (442 ft.)	10.6m (35 ft.)	Cement, salt, and wet bulk cargo
	96	135m (442 ft.)	9.1m (30 ft.)	Cement, salt, and wet bulk cargo
	97	136m (445 ft.)	9.1m (30 ft.)	Cement, salt, and wet bulk cargo
Texaco Canada	98	146m (480 ft.)	10.6m (35 ft.)	
	99	147m (482 ft.)	9.1-10.6m (30-35 ft.)	
	100	146m (480 ft.)	9.1m (30 ft.)	
Petroles Esso Canada	101E	192m (630 ft.)	10.6m (35 ft.)	
	102E	192m (630 ft.)	10.6m (35 ft.)	
	102W	98m (320 ft.)	9.1m (30 ft.)	
Produits Shell Canada	103S	190m (622 ft.)	10.6m (35 ft.)	
	103N	190m (622 ft.)	9.1m (30 ft.)	
Sunoco	104	33m (107 ft.)	9.1m (30 ft.)	
Ultramar Canada	105	116m (381 ft.)	9.1m (30 ft.)	
	106E	116m (382 ft.)	9.1m (30 ft.)	
Marien Wharf		32m (105 ft.)	3.7m (12 ft.)	
Petro Canada	109	139m (456 ft.)	10.6m (35 ft.)	
	110E	139m (456 ft.)	10.6m (35 ft.)	
	110W	164m (537 ft.)	4.6m (15 ft.)	

PUB 145 5 Ed 1989 LAST NM 49/90

Page 27—Line 3/R; read:
A lighted buoy, marked "N2", is moored
(Can SD 1990, US14066) 51/90

Page 27—Line 29/R; read:
marked "JS59", is moored about 300
(Can SD1990, US 14066) 51/90

PUB 145 5 Ed 1989 LAST NM 51/90

Page 14—Lines 49-51/R; read:
point, is marked by a light shown from a white circular tower. A light and bell buoy is moored about $\frac{3}{4}$ mile SSE of Drews Head light.
(Can SD) 52/90

PUB 145 (continued)

Page 315—Lines 21-24/L; read:
dredged depth of 9.1m (30 ft.).
(Can NM 42/90) 52/90

Page 315—Lines 29-33/L; read:
A crib, which was used for unloading Irving Oil products, is situated 1.3 miles SW of Pointe a l'Ilet. In 1989, the crib was in a state of disrepair.
(Can NM 42/90) 52/90

PUB 145 5 Ed 1989 LAST NM 52/90

Page 274—Line 32/L; read:
depth of 6.1m (20 ft.) to the harbor. A wharf extends
(Can NM 43/89) 6/91

Page 274—Line 34/L; read:
(597 ft.) long with a depth of 5.8m (19 ft.) alongside
(Can NM 43/89) 6/91

PUB 145 5 Ed 1989 LAST NM 6/91

Page 271—Line 28/R; read:
the outer end. A light is shown from the outer end of the wharf.
(8(158) 91 Ottawa) 14/91

PUB 145 5 Ed 1989 LAST NM 14/91

Page 191—Lines 3-4/R; read:
over 1 mile WNW of Cap Gridley.
(Can NM 10/91) 17/91

Page 219—Lines 38-42/R; strike out.
(Can NM 10/91) 17/91

PUB 145 5 Ed 1989 LAST NM 17/91

Page 189—Line 32/L; insert after:
Grande-Entree sector light 9.2m (30 ft.) high, is situated on the SE portion of Ilot B. The white sector, on a bearing of 018°, leads through Chenal de la Grande Entree.
(12(221)91 Ottawa) 22/91

Page 189—Line 38/L; insert after:
Note.— It has been reported (1991) that a 7.3m (24 ft.) dredged channel leads through Havre de la Grande-Entree to a 300m (984 ft.) long finger pier used to load salt.
(12(221)91 Ottawa; Gulf and River St. Lawrence Sailing Directions) 22/91

PUB 145 5 Ed 1989 LAST NM 22/91

Page 189—Line 6/L; read:

Shoal, with a least depth of 5.9m (19 ft.), lies about
(Can NM 13-91, Section IV) 23/91

Page 190—Lines 13-14/R; read:
N of the cape. A
(Can NM 13-91, Section IV) 23/91

Page 194—Line 55/L; read:
the cape, has a wharf in ruins.
(Can NM 13-91, Section IV) 23/91

PUB 145 5 Ed 1989 LAST NM 23/91

Page 214—Lines 29-31/R; read:
Depths and limitations.— In 1988, the buoyed entrance channel had a charted depth of 6.7m (22 ft.), however, shoaling to a depth of
(US CH 14164) 24/91

Page 214—Lines 52-54/R; read:
Aspect and landmarks.— Two pair of range lights lead through the entrance channel into the harbor.
(16(296)91 Ottawa) 24/91

Page 215—Lines 1-3/L; strike out.
(DMAHTC/MCNN) 24/91

Page 343—Lines 18-19/L; read:
Overhead power cables, with a clearance of 55.5m (182 ft.), cross the river adjacent to the power plant. Severe icing conditions may reduce this clearance to 51.8m (170 ft.).
(16(293)91 Ottawa) 24/91

PUB 145 (continued)

Page 343—Line 41/R; read:
shore of the river. Severe icing conditions may reduce this clearance to 48.2m (158 ft.).
(16(293)91 Ottawa) 24/91

PUB 146 5 Ed 1991 NEW EDITION

(DMAHTC/MCNN) 28/91

PUB 146 5 Ed 1991 LAST NM 28/91

Page III—Lines 7-8/L; read:
This publication has been corrected to 9 March 1991, including Notice to Mariners No. 10 of
(DMAHTC/MCNN) 32/91

PUB 147 4 Ed 1991 NEW EDITION

(DMAHTC/MCNN) 34/91

PUB 148 3 Ed 1990 NEW EDITION

(DMAHTC/MCNN) 12/90

Pages 3-176/strike out.
Line numbers.
(DMAHTC/MCNN) 12/90

PUB 148 3 Ed 1990 LAST NM 12/90

Page 111—Lines 17-18/L; read:
There are several cays close along its shores and a 10m (32 3/4 ft.) shoal at the mouth of Ensenada Ambrosio. 1 mile SSE of Gerechow Cay.
(DMAHTC/MCNN) 14/90

PUB 148 3 Ed 1990 LAST NM 14/90

Page 88—Line 25/R; read:
yards WSW of the W breakwater light. A wreck has been reported (1990) to lie close E of the W breakwater. Mariners
(DMAHTC/MCNN) 23/90

PUB 148 3 Ed 1990 LAST NM 23/90

Page 75—Lines 8-10/R; read:
SE end of Isla San Carlos. Radiotelephone or VHF Ch. 16
(BA NM39/90) 52/90

Page 75—Lines 20-41/R; read:
Pilot boards off Punta Guaranao, within the pilot embarking/disembarking zone located between the following positions:

(a) 11°40'N., 70°15.5'W.
(b) 11°41.5'N., 70°15.5'W.
(c) 11°41.5'N., 70°16.5'W.
(d) 11°40'N., 70°16.5'W.

(BA NM39/90) 52/90

PUB 148 3 Ed 1990 LAST NM 52/90

Page 19—Line 56/L; read:
dredged to a depth of 12.8m (42 ft.) in 1989. This
(US NM 31/89) 3/91

PUB 148 3 Ed 1990 LAST NM 3/91

Page 51—Line 15/R; read:
and 650 ft.) long, with a least depth of 8.8m (28 $\frac{3}{4}$
(Guide to Port Entry 1989/90) 4/91

Page 51—Line 18/R; read:
is a least depth of 9.5m (31 ft.) alongside the SW
(U.S. Consul Curacao) 4/91

Page 51—Lines 21-22/R; read:
The container terminal has a depth of 12m (39 $\frac{1}{3}$ ft.) alongside.
(Guide to Port Entry 1989/90) 4/91

PUB 148 3 Ed 199 LAST NM 4/91

Page 7—Line 32/L; read:
come in range 329$\frac{1}{2}$° course may be altered to this
(51(3689)90 Taunton) 8/91

PUB 148 (continued)

Page 143—Lines 15-16/L; read:
two berths on the S side. There is a minimum depth of 7.3m (24 ft.) on the N side and 9.2m (30 ft.) on the S side.
(DMAHTC/MCNN) 8/91

PUB 148 3 Ed 1990 LAST NM 8/91

Page 18—Line 45/R; read:
beacons. An obstruction, with a depth of 3.8m (12 $\frac{1}{2}$ ft.) over it, lies about 750 yards E of this wreck.

Other dangers, including a stranded wreck and obstructions with depths of as little as 4.1m (13 $\frac{1}{2}$ ft.) over them, lie up to 2,200 yards SE of the Sea Lots Entrance Channel lighted beacons.
(5(369)91 Taunton) 13/91

Page 153—Line 57/R; read:
stand on the shores of the bay and a conspicuous hotel stands close SW of it.
(BA NP 69A) 13/91

Page 154—Lines 1-4/L; strike out.
(DMAHTC/MCNN) 13/91

Page 154—Lines 11-20/L; read:
Depths—Limitations.— The International Pier, formerly known as Mulle del Transbordador, is located about 1 mile NE of Caleta Bay. It is L-shaped with depths of 12.8 and 14m (42 and 48 ft.) on its E and W sides, respectively. It is reported that the pier can accommodate deep-draft and cruise ships up to 244m (800 ft.) in length. There are facilities for ro-ro vessels and a vehicle ferry runs to the mainland.

A pier extends NW from the shore adjacent to the town about 800 yards NE of the lighthouse; it is 55m (180 ft.) long with a depth of
(BA NP 69A; MCNN RS003-91) 13/91

Page 154—Lines 26-37/L; read:
Landmarks—Aids.— A conspicuous hotel stands close E of the International Pier. A conspicuous clock tower, painted white and dimly illuminated at night, stands near the root of the pier at the town of San Miguel. A blue-domed water tower and a framework radio tower, both conspicuous, stand close NE and $\frac{1}{2}$ mile SW, respectively, of the clock tower. A prominent airport control tower stands about 1 $\frac{1}{2}$ miles NE of the town.

A radiobeacon is located close SE of the International Pier. A light is shown from a lighthouse 13m (43 ft.) in height with a dwelling, standing 2 miles NE of the International Pier. An aeronautical lightbeacon is shown from a tower 22m (72 ft.) in height, standing about 1 $\frac{1}{2}$ miles E of San Miguel lighthouse. An aeronautical radiobeacon is located close to the lightbeacon.

Pilotage.— Pilotage is compulsory for berthing. Pilots board about 3 miles NNE of the International Pier and may be contacted by VHF.

Caution.— A dangerous wreck (position approximate) lies about 500 yards N of the lighthouse.

A floating dock is reported (1991) to be moored close to the International Pier and used as a diving chamber.
(BA NP69A; MCNN RS003-91) 13/91

Page 154—Line 45/L; read:
closer than 400 yards offshore.

Punta Norte, the NW extremity of the island, lies about 3 $\frac{1}{4}$ miles NE of the entrance to Banco Playa yacht harbor. The shore between is lined with numerous hotels; one of which, a white building, is conspicuous and can be seen from a considerable distance seaward.
(BA NP 69A) 13/91

PUB 148 3 Ed 1990 LAST NM 13/91

Page 96—Lines 26-30/R; read:
Limitations.—Tankers up to 228m (748 ft.) in length, 11.9m (39 ft.) in draft, and 60,000 dwt can be accommodated. Vessels up to 152m (500
(BA NP 7A, Supp. 3/89) 18/91

LAST NM 18/91

Page 51—Line 20/R; read:
SE part. In 1991, it was reported that less depths than charted existed at Orangestad.
(MCNM RS 1086/91) 19/91

PUB 148 3 Ed 1990 LAST NM 18/91

Page 73—Lines 49-50/R; read:
entered between Punta Cardon and Punta Codore (Punta de Cauca), about 16 miles SSW, is shallow, unsurveyed.
(US CH 24470) 22/91

Page 74—Line 1/L; read:
The coast between Punta Codore and the en-
(US CH 24470) 22/91

Page 74—Lines 10-11/L; read:
ft.) high peak about 35 miles ESE of Punta Codore, a range extends SW, decreasing in elevation
(US CH 24470) 22/91

Page 74—Lines 15-16/L; read:
Codore, at the mouth of the Rio Zazarida.
Punta Borojo (Punta Cienagas) (11°11'N., 70°52'W.) consists
(US CH 24470) 22/91

Page 74—Lines 19-20/L; read:
to the coast about 19½ miles SW of Punta Borojo. A white church with a steeple stands in the vil-
(US CH 24470) 22/91

Page 74—Lines 22-25/L; read:
E of the latter hill. Two dangerous wrecks lie 20½ and 21½ miles NNW of Casigua. A stranded wreck lies about 23 miles NW of Casigua.
(US CH 24470; 11(850)91 Taunton) 22/91

Page 188—Line 60/L; insert after:
BOROJO, PUNTA 11 11N 70 52W 3.06
(US CH 24470) 22/91

Page 189—Line 49/R; insert after:
CODORE, PUNTA 11 20N 70 19W 3.06
(US CH 24470) 22/91

Page 198—Line 39/R; insert after:
ZAZARIDA, RIO 11 17N 70 28W 3.06
(US CH 24470) 22/91

PUB 148 3 Ed 1990 LAST NM 22/91

Page 167—Line 15/L, insert after:
It was reported (1991) that the two tanker mooring buoys have been removed.
(16(1173)91 Taunton) 26/91

PUB 148 3 Ed 1990 LAST NM 26/91

Page 171—Line 38/R; read:
ficios. It has been reported (1991) that anchorage can be taken in the lee of Isla Verde in any weather.
(MCNN RS 13/91) 29/91

PUB 152 3 ED 1989 NEW EDITION

(DMAHTC/MCNN) 6/90

PUB 152 3 Ed 1989 LAST NM 35/88

Page III—Line 18/L; read:
of Defense Directive 5105.40, dated 12 December 1988,
(DMAHTC/MCNN) 37/90

Page III—Line 6R; insert after:
SPECIAL WARNINGS.—A Special Warning may be in force for the geographic area covered by this publication. Special Warnings are printed in the weekly Notice to Mariners upon promulgation and are reprinted annually in Notice to Mariners No. 1. A listing of Special Warnings currently in force is printed in each

PUB 152 (continued)

weekly Notice to Mariners, Section III, Broadcast Warnings, along with the notice number of promulgation. In force Special Warnings are also available on NAVINFONET.
(DMAHTC/MCNN) 37/90

PUB 152 3 Ed 1989 LAST NM 37/90

Page 284—Line 23/L; read:
50°45'24.5"N, 126°43'18"W to
(Can Ann 1990) 47/90

PUB 152 3 Ed 1989 LAST NM 47/90

Page 224—Lines 22-23/R; strike out.
(Kor NM 30/90) 50/90

Page 224—Line 42/R; insert after:
Area No. 5. — An area bound by the following points:
1. 36°33'24"N., 126°13'50"E.
2. 36°33'26"N., 126°17'04"E.
3. 36°36'47"N., 126°16'57"E.
4. 36°41'01"N., 126°12'07"E.
5. 36°40'29"N., 126°10'11"E.

(Kor NM 30/90) 50/90

Page 225—Line 10/L; insert after:
Area Mokpo-L.— An area 4 miles in radius, centered on the position 34°33'N., 125°21'E.
Area Mokpo (Popsongpo).— An area 3 miles in radius, centered on the position 35°24'N., 126°15'E.
(Kor NM 30/90) 50/90

Page 225—Line 12/L; insert after:
Area Anhung.— An area 5 miles in radius centered on the position 36°28'45"N., 126°04'30"E.
(Kor NM 30/90) 50/90

Page 287—Table III/Delete:
Calling-in-point 12B
(Can NM 42/90) 50/90

PUB 153 6 Ed 1991 NEW EDITION

(DMAHTC/MCNN) 27/91

Page 45—Line 25/R; read:
4.6m (2 $\frac{1}{2}$ fm) as far NW as Philips Point, about
(DMAHTC/MCNN) 32/91

Page 45—Lines 29-30/R; read:
tion is at La Bomba, about 21 miles above Philips Point.
(DMAHTC/MCNN) 32/91

Page 121—Line 28/L; insert after:
The small bay 2 miles to the W of Bahia Piedra Blanca, although fairly deep, is rocky and unsafe.

7.14 Punta Bejuco (Quinoes) (9°54'N., 85°20'W.), a sharp and rocky projection, extends from the coast about 10 miles E of Bahia Piedra Blanca.

Punta Coyote (Musimillma) (9°45'N., 85°16'W.), about 5 miles SE of Punta Bujeco, is similar in aspect but more projecting. A small non-navigable river discharges into the bay close N of the point.
(DMAHTC/MCNN) 32/91

Page 122—Lines 1-12/L; read:
distance seaward. The cape and the land in the vicinity have been reported to give good radar returns at distances of up to 16 miles.

A stranded wreck lies about 1 $\frac{1}{2}$ miles NW of Cabo Blanco.

Isla Cabo Blanco (9°32'N., 85°07'W.), oval in shape, barren, and composed of whitish rock, rises to an elevation of 69m (226 ft.). The channel between the island and the cape is about 1 mile wide but is not recommended. A light is shown from the summit of the island.

A high rock lies close off the SE side of the islet and appears as a white sail from the offing.
(DMAHTC/MCNN) 32/91

Page 122—Lines 1-13/R; strike out.
(DMAHTC/MCNN) 32/91

PUB 154 4 Ed 1988 NEW EDITION
(DMAHTC) 40/89

Page 10—Line 18/L; insert after:
A speed limit of 5 knots applies N of a line drawn between Shoal Point and Berens Island lights.
(DMAHTC/MCNN) 8/90

Page 39—Lines 50-54/L; read:
Every vessel requiring an opening of the swing span of the Fraser River Railway Bridge shall contact the bridge attendant on VHF Channel 74. The Calling-In Points for requesting an opening are:

a. Port Mann Bridge;
b. Alex Fraser Bridge;
c. Queensborough Highway Bridge;
d. Prior to departure from a berth within the above points.

Once contact has been established maintain a listening watch on Channel 74 until clear of the bridge.
(DMAHTC/MCNN) 8/90

Page 51—Line 37/R; insert after:
Submarine pipelines and a submarine cable cross the inlet between Ioco and the marina on the S shore.
(DMAHTC/MCNN) 8/90

Page 3—Line 20/R; read:
ter at Seattle on VHF (Channel 5).
(DMAHTC/MCNN) 41/90

Page 10—Lines 17-18/L; read:
The Harbormaster advises that proceeding under sail in Victoria Harbor, N of a line drawn between Shoal Point and Berens Island lights up to the CN Railway Bridge, is prohibited.
(DMAHTC/MCNN) 41/90

Page 114—Line 52/L; insert after:
Silting is reported in the entrance channel to Campbell River and depths less than charted are reported along the Tyee Spit range leading line.
(DMAHTC/MCNN) 41/90

PUB 154 (continued)

Page 344—Line 34/L; strike out.
(DMAHTC/MCNN) 41/90

PUB 154 4 Ed 1988 LAST NM 41/90

Page 384—Lines 12-16/L; read:
Navigational Aids.— George Point light is shown from a skeleton tower with a daymark.
(43(707)90 Ottawa) 50/90

PUB 154 4 Ed 1988 LAST NM 50/90

Page 268—Line 2/L; insert after:
Base Sand light buoy "DIO" is situated 2.1 miles W of Georgy Point.
(Can NM 46/90) 3/91

PUB 154 4 Ed 1988 LAST NM 3/91

Page 6—Lines 15-16/L; read:
an elevation of 55m (182 ft.) on Carmanah Point. A
(Can NM 5-91) 13/91

Page 8—Lines 42-43/L; read:
shown and a fog signal is sounded. A lighted buoy marks Rosedale Rock, the
(Can NM 5-91) 13/91

PUB 154 4 Ed 1988 LAST NM 13/91

Page 230—Lines 11-12/L; read:
harbor has a similar depth. There are charted depths of 2.5 to 4.3m (8 $\frac{1}{4}$ to 14 ft.) alongside the berths. Vessels up
(11(192)91 Ottawa) 19/91

PUB 155 4 Ed 1989 NEW EDITION

(DMAHTC) 16/89

PUB 155 4 Ed 1989 LAST NM 16/89

Page 228—Line 18/L; read:
Ostrova Verkhovskogo (42°53'N., 131°49'E.),
(DMAHTC/MCNN) 42/90

Page 11—Lines 45-46/R; read:
more than 500 grt and is available 24 hours. Pilotage to some of the piers, including the oil pier, is daylight only subject to favorable weather conditions. Between 20 November and 20 June, vessels proceeding to the port should obtain ice information from the Port Captain.

Request for icebreaker assistance should be forwarded to the Port Captain not later than 48 hours in advance. Vessels visiting the port must request, through the port dispatcher, 4 hours in advance, the correct documentation from the border authorities.

Send request for pilot and tug assistance, together with ETA or ETD, 2 hours in advance on channel 16.

All vessel movements within the port are regulated by the Port Captain. Pilot boards in the eastern part of Bukhta Provideniya, at the junction of the leading lines.
(BA NM 12/90) 44/90

Page 129—Lines 19-20/R; read:
age. In conditions of reduced visibility or when the navigational aids are inoperative, the coast radar station, on request to the Port Director, will provide radar pilotage.
(BA NM 12/90) 44/90

Page 179—Lines 15-18/L; read:

Pilotage.—Pilotage is available 24 hours. Pilots should be requested 2 hours in advance from the Port Controller. Establish VHF contact when within range. A continuous listening watch on channel 16 should be maintained while navigating in the port approaches, the port area, and alongside the berths. All vessel movements within the port limits are controlled by the Port Director. During adverse weather radar pilotage can be given. Radar control information is available within the zone of operations (up to 24 miles from the port) on request.

Requests for tug assistance should be made not later than 2 hours in advance to the agent, Inflot.

Pilot boards in the outer roadstead, close W of light buoy BRB; in bad weather vessel should follow the pilot boat.
(BA NM 10/90) 44/90

Page 183—Lins 50-51/L; read:

Pilotage.— Pilotage is available 24 hours. Send ETA at the approach to the outer roadstead not later than 4 hours in advance. During adverse weather conditions or when navigational aids are inoperative, the port radar station (BRLS) will provide radar pilotage. Within the zone of operation radar information will be supplied, on request, at the onset of limited visibility.

Within the port areas of Uglegorsk and Reka Uglegorka all vessel movements, including entering or leaving port, require the permission of the Port Director. Vessels at anchor in the roadstead should maintain continuous VHF listening watch.
(BA NM 11/90) 44/90

Page 207—Line 12/R; read:

9.02 Mys Krestovozdvizhenskiy (47°58'N., 139°32'E.),
(US 96120) 9/91

Page 207—Line 19/R; read:
WSW. Gora Krestovozdvizhenskiy, an isolated hill,
(DMAHTC/MCNN) 9/91

Page 207—Line 23/R; read:
tovozdvizhenskiy, is a small bight completely exposed
(DMAHTC/MCNN) 9/91

Page 207—Line 25/R; read:
with the beacon on Mys Krestovozdvizhenskiy bear-
(DMAHTC/MCNN) 9/91

Page 207—Line 31/R; read:
the bay about 1 mile NNW of Mys Krestovozdvi-
(DMAHTC/MCNN) 9/91

Page 207—Line 37/R; read:
Gora Krestovozdvizhenskiy is reported to be easily
(DMAHTC/MCNN) 9/91

Page 207—Line 40/R; read:
ozdvizhenskiy, is generally low and sandy with some
(DMAHTC/MCNN) 9/91

PUB 155 (continued)

Page 208—Line 4/L; read:
miles SW of Mys Krestovozdvizhenskiy, is formed by
(DMAHTC/MCNN) 9/91

Page 248—Lines 44-45/R; read:

KRESTOVOZDVIZHENSKIY, GORA	47	58N	139	30E	9.02
KRESTOVOZDVIZHENSKIY, MYS	47	58N	139	32E	9.02

(DMAHTC/MCNN) 9/91

PUB 155 4 Ed 1989 LAST NM 9/91

Page 254—Line 24/R; insert after:

SOKOLOVSKAYA, BUKHTA	42	52N	133	52E	9.17

(DMAHTC/MCNN) 12/91

Page 255—Line 36/L; insert after:

SYAUKHU, BUKHTA	42	52N	133	52E	9.17

(DMAHTC/MCNN) 12/91

PUB 157 5 Ed 1989 NEW EDITION

(DMAHTC) 42/89

PUB 157 5 Ed 1989 LAST NM 42/89

Pages 3-193/strike out.
Line numbers.
(DMAHTC/MCNN) 40/90

Page 23—Line 4'/L; insert after:
Piers 5 and 6 are now the Chasongdae container pier.
(DMAHTC/MCNN) 40/90

PUB 157 5 Ed 1989 LAST NM 42/89

Page 23—Line 27/L; read:
for general cargo and steel, with a 6.7 to 9.1m (22 to 29 $\frac{3}{4}$
(38(1338)90 Tokyo) 48/90

Page 23—Lines 29-30/L; read:
cargo plus raw sugar, with a depth alongside of 6.5 to 10.7m (21 $\frac{1}{3}$ to 35 ft.). Continuing NNE, Central
(38(1338)90 Tokyo) 48/90

Page 23—Line 33/L; read:
cargo, container, steel and lumber, with 8.1 to 8.8m (26 $\frac{1}{2}$ to 28 $\frac{3}{4}$
(38(1338)90 Tokyo) 48/90

Page 23—Lines 35-36/L; read:
cargo plus bulk cement, with a depth alongside of 5.5 to 8.5m (18 to 27 $\frac{3}{4}$ ft.). Pier No. 5 extends into Pier
(38(1338)90 Tokyo) 48/90

PUB 157 5 Ed 1989 LAST NM 48/90

Page 30—Line 9/R; read:
A pier extending about 280m (918 ft.) SE from
(US 95161) 8/91

Page 30—Lines 11-13/R; read:
129°23'E.) has been extended to the south for approximately 380m (1,246 ft.) from a point near its T-head. This extension also has a T-head. Each T-head has dolphins extending N and S of it. Depths alongside are 13.8 to 15.2m (45 $\frac{1}{4}$ to 49 $\frac{3}{4}$ ft.).
(1(2)91 Inchon) 8/91

Page 156—Lines 34-35/R; read:
Tides and currents.— The tidal range is irregular; the maximum range is 1.9m (6 $\frac{1}{4}$ ft.) and the minimum is 0m.
(Taiwan SD 1988) 8/91

Page 160—Line 50/L; read:
identifying the promontory from a distance. Submerged rocks extend up to $\frac{1}{4}$ mile offshore. A light
(Taiwan SD 1988) 8/91

Page 162—Lines 10-11/R; read:
There are 19 berths in operation, with a total length of 3,261m (3,565 yd.), with alongside depths
(Fairplay WPD Vol. 4, 1990) 8/91

Page 163—Line 41/L; read:
hai Pi close N of the anchorage. **Tu-lan Wan**
(Taiwan SD 1988, US 94080) 8/91

Page 163—Line 47/L; insert after:
Hou-tzu Pi (22°48'N., 121°12'E.) is a rocky point extending $\frac{1}{4}$ mile from the coast. Hou-tzu Shan stands 126m (413 ft.) high on this headland.
(Taiwan SD 1988) 8/91

Page 164—Line 6/L; read:
356°. Vessels should enter the anchorage from the NW, taking the peak at a bearing of 117°, and being careful to avoid a dangerous wreck that lies about 1 mile S of the NW entrance point.
Tidal currents set N in the bay and can attain a
(Taiwan SD 1988) 8/91

Page 164—Line 10/L; insert after:
An ammunition dumping ground is off the N coast of Nan-liao.
(Taiwan SD 1988) 8/91

Page 233—Line 17/R; insert after:

HOU-TZU PI	22	48N	121	12E	8.07

(DMAHTC/MCNN) 8/91

Page 242—Line 21/R; read:

TU-LAN WAN	22	50N	121	12E	8.07

(DMAHTC/MCNN) 8/91

PUB 157 5 Ed 1989 LAST NM 8/91

Page 67—Line 7/L; insert after:
Caution.— A dangerous submerged wreck lies off the NW side of Yeongheung Do, in approximate position 37°17'N., 126°26'E.
(5(351)91 Taunton) 14/91

Page 244—Line 44/L; strike out.
(DMAHTC/MCNN) 14/91

PUB 157 5 Ed 1989 LAST NM 14/91

Page 87—Line 35/R; read:
lead to New Pier. There are 13 container and general cargo berths, which can accommodate vessels up to 35,000 dwt.
(MCNN RS 004-91) 15/91

Page 87—Lines 41-54/R; read:
exhibited from the head of each pier. Tankers up to 50,000 dwt can be accommodated.
The port has a total of 10 coal berths, some of which can accommodate vessels up to 75,000 dwt.
(MCNN RS 004/91) 15/91

PUB 157 5 Ed 1989 LAST NM 15/91

Page 97—Line 24/L; read:
currents make a nighttime passage unsafe. A light, from which a racon transmits,
(7(511)91 Taunton) 17/91

PUB 157 5 Ed 1989 LAST NM 17/91

Page 142—Line 15/L; insert after:
Pilotage is available 24 hours a day. The pilot boards at the pilot and quarantine anchorage.
(PA NM 10/91, Part VI) **19/91**

PUB 157 5 Ed 1989 LAST NM 19/91

Page 20—Line 36/R; read:
Du Do (35°03'N., 129°01'E.), a 58m (190 ft.) high islet marked by a light, lies about 300
(5(356)91 Taunton; US CH 95152) 20/91

PUB 157 5 Ed 1989 LAST NM 20/91

Page 38—Line 29/R; read:
small bay, is entered close S of a small promontory marked by a light,
(14(1028)91 Taunton) 24/91

PUB 157 5 Ed 1989 LAST NM 24/91

Page 18—Line 45/L; read:
A **restricted area,** the extent of which is shown on
(US CH 95146; US NM 2/89) 26/91

PUB 157 5 Ed 1989 LAST NM 26/91

Page 107—Lines 4-6/R; read:
anchorages. The anchorage for vessels over 5,000 dwt has a radius of 1 mile and is centered about $3\frac{3}{4}$ miles ENE of Yangwo Tou; there are charted depths of 7.2 to 9.2m ($23\frac{1}{2}$ to 30 ft.) in the anchorage. The other anchorage, for vessels of less than 5,000 dwt has a radius of $\frac{1}{2}$ mile, lies about $1\frac{1}{2}$ miles E of ...
(US 94281; 9(35)91 Beijing) 31/91

Page 108—Lines 1-2/L; strike out.
(DMAHTC/MCNN) 31/91

Page 105--Lines 27-32/L; read:
largest of these islands, is marked by a light and has several islets lying close ...
(10(44)91 Beijing) 31/91

Page 1—Line 17/L; insert after:

Caution.— Fishing nets and aquaculture farms are set within 2 miles offshore in numerous places off the coast of Korea. In some places they extend as much as 5 miles offshore.

(19(131)91 Inchon) 35/91

Page 23—Line 52/L; insert after:

The Shinconodae Container Wharf, about 880m (2,887) ft.) long and with charted alongside depths of 13.2 to 14.3m (43 $\frac{1}{4}$ to 46 $\frac{3}{4}$ ft.), lies on the N shore of the North Outer Harbor, about 1 $\frac{1}{2}$ miles W of Seungdu Mal (35°06'N., 129°08'E.)

(19(213)91 Inchon; US NM 46/87) 35/91

Page 27—Line 16/L; insert after:

Caution.— Fishing nets and aquaculture farms are set within 2 miles offshore in numerous places off the coast of Korea. In some places they may extend as much as 5 miles offshore.

(19(131)91 Inchon) 35/91

Page 36—Lines 10-14/L; read:

the harbor. Pier No. 1 is 150m (492 ft.) long, with alongside depths of 3.2 to 5.6m (10 $\frac{1}{2}$ to 18 $\frac{1}{4}$ ft.); Pier No. 2 is 153m (502 ft.) long, with alongside depths of 4.7 to 6.9m (15 $\frac{1}{2}$ to 22 $\frac{1}{2}$ ft.); and Pier No. 3 is 271m (889 ft.) long, with alongside depths of 5.3 to 7.7m (17 $\frac{1}{4}$ to 25 $\frac{1}{4}$ ft.). The harbor is protected

(19(213)91 Inchon) 35/91

Page 55—Line 5/L; insert after:

Caution.— Fishing nets and aquaculture farms are set within 2 miles offshore in numerous places off the coast of Korea. In some places they extend as much as 5 miles offshore.

(19(131)91 Inchon) 35/91

Page 66—Line 9/R; insert after:

A T-headed pier, marked on each end of its head by a light and with alongside depths of 13 to 16.2m (42 $\frac{1}{2}$ to 53 ft.), extends NNW into Tong Sudo from a position on shore about 6 $\frac{1}{4}$ miles S of the S extremity of Pung Do.

(19(213)91 Inchon; US CH 95066) 35/91

PUB 158 5 Ed 1990 NEW EDITION

(DMAHTC/MCNN) 28/90

Pages 3-229/strike out.
Line numbers
(DMAHTC/MCNN) 28/90

PUB 158 5 Ed 1990 LAST NM 28/90

Page 45—Line 41/L; read:

50,000 grt. Pilots board at the latest, one hour before

(DMAHTC/MCNN) 30/90

PUB 158 5 Ed 1990 LAST NM 30/90

Page 170—Line 34/R; read:

and pilots board at 26°13'49"N., 127°38'20"E. In inclement weather pilot boards at 26°14'N., 127°35'E. within a radius of $\frac{1}{2}$ mile.

(DMAHTC/MCNN) 38/90

PUB 158 5 Ed 1990 LAST NM 38/90

Page IV—Line 42/L; insert after:

Special Warnings.— A Special Warning may be in force for the geographic area covered by this publication. Special Warnings are printed in the weekly Notice to Mariners upon promulgation and are reprinted annually in Notice to Mariners No. 1. A listing of Special Warnings currently in force is printed in each weekly Notice to Mariners, Section III, Broadcast Warnings, along with the notice number of promulgation. In force Special Warnings are also available on NAVINFONET.

(DMAHTC/MCNN) 44/90

PUB 158 5 Ed 1990 LAST NM 44/90

Page 66—Lines 51-53/R; read:
about 38m (124 ft.).
(US NM 30/89, 31/89) 9/91

PUB 158 5 Ed 1990 LAST NM 9/91

Page 188—Lines 28-29/R; strike out.
(8(227)/91 Tokyo) 15/91

PUB 158 5 Ed 1990 LAST NM 15/91

Page 148—Line 39/L; insert after:
Lights are exhibited from the head of a breakwater extending S from the S side of the oil storage area and from a bridge which joins it to the shore.
(BA NP 42A, Supp. 6/90) 18/91

PUB 158 5 Ed 1990 LAST NM 18/91

Page 41—Line 51/R; read:
There are depths of 4.8 to 8m (15 to 26 $\frac{1}{4}$ ft.) along-
(15(502) Tokyo) 22/91

PUB 158 5 Ed 1990 LAST NM 22/91

Page 170—Line 29/R; read:
are shown from the head of the harbor. It has been reported (1991) that during late afternoon, the range may be obscured by vessels moored inside the harbor.
(USS SAN BERNADINO) 27/91

PUB 158 5 Ed 1990 LAST NM 27/91

Page 110—Line 37/L; read:
dredged depth of 13m (42 $\frac{1}{2}$ ft.) (1991).
(21(716)91 Tokyo) 31/91

Page 110—Line 39/L; read:
dredged depth of 14m (46 ft.) (1991). In the outer ...
(21(716)91 Tokyo) 31/91

PUB 158 5 Ed 1990 LAST NM 31/91

Page 173—Line 31/R; read:
ney on its SE side. A small white tank, with 5 large green tanks extending NW from it, is reported (1991) to be prominent close SW of the chimney.
(USS GUARDFISH) 34/91

Page 174—Line 44/R; read:
127° 55' E.) is also prominent, although care must be taken not to confuse the light structure with any of the surrounding white structures. A lighted buoy is locat-
(USS GUARDFISH) 34/91

(DMAHTC) 3/88

Page 259—Line 33/R; insert after:
Traffic signals consisting of flashing lights are also shown from Tobata Signal Station (33°55.2'N., 130°51.8'E.) on the N entrance point to Seitetsu-Tobata Hakuchi Basin, to control traffic in Tobata Fairway. The signals are as follows:

Signal	Meaning
Flashing White	Inbound vessels may enter. Outbound vessels of 500 grt or more are prohibited from departing. Outbound vessels of less than 500 grt may depart.
Flashing Red	Outbound vessels may depart. Inbound vessels of 500 grt or more are prohibited from entry. Inbound vessels of less than 500 grt may enter.
Alternating Flashing Red and White	Vessels of 1000 grt or more are prohibited from entry and departure.
Alternating Group Flashing (6) Red and White	All vessels without special instructions from the Captain of the Port are prohibited from entry or departure.

(DMAHTC/MCNN) 1/90

Page 253—Lines 32-56/R; read:
at Daiba Hana (see paragraph 11.11), He Zaki (see paragraph 11.08), and from a position on the NW shore of Kanmon Kaikyo about 750 yards NE of the Kanmon Bridge.

Tidal current signals are displayed from an electric signboard mounted on a quadrangular metal framework structure; they indicate the direction, rate, and expected change of rate of the tidal current in Hayatomo Seto.

The signals consist of symbols as follows:

(a) The letter E or W, indicating the direction of the current.

(b) A digit 0 to 9, indicating the rate of the current in knots. For velocities of 9 knots or more, the digit 9 is used. The digit symbol is omitted if the rate cannot be measured.

(c) An arrow pointing up or down indicating, respectively, that the rate of the tidal current is expected to increase or decrease.

The symbols are white and are flashed in succession continuously.

(DMAHTC/MCNN) 14/90

Page 254—Line 1-3/L; strike out.
(DMAHTC/MCNN) 14/90

Page 257—Line 50/R; read:
Daiba Hana (33°57'N., 130°53'E.) lies on the E side of the W entrance
(DMAHTC/MCNN) 14/90

Page 270—Line 1/R; add after:

DAIBA HANA	33 57N	130 53E	11.11

(DMAHTC/MCNN) 14/90

Page 270—Line 11/R; strike out.
(DMAHTC/MCNN) 14/90

Page 103—Lines 39-40/R; read:
Ko Futagami.
(DMAHTC/MCNN) 17/90

PUB 159 4 Ed 1987 LAST NM 17/90

Page 106—Lines 47-48/R; read:
Pilotage.—Pilots, available day only, are compulsory for vessels over 10,000 grt. Pilot boards in position 33°26.4'N., 129°42.7'E (or further seaward if required) or in
(BA NM 38/90) 48/90

PUB 159 4 Ed 1987 LAST NM 48/90

Page 140—Line 26/L; read:
Passage has depths of 12.6 to 14.6m (41 $\frac{1}{3}$ to 47 $\frac{3}{4}$ ft.). The passage has a dredged depth of 14m (45 $\frac{3}{4}$ ft.) as far as the Nos. 5 and 6 lightbuoys.
(3(85)91 Tokyo) 9/91

PUB 159 4 ED 1987 LAST NM 9/91

Page 141—Upper photo/strike out.
(Port of Osaka 1989) 10/91

PUB 159 4 Ed 1987 LAST NM 10/91

Page 273—Line 83/L; read:
IZUHARA 34 12N 129 18E 4.08
(DMAHTC/MCNN) 13/91

PUB 159 4 Ed 1987 LAST NM 13/91

Page 212—Lines 40-42/R; read:
Caution.— An
(9(262)91 Tokyo) 19/91

Page 130—Line 52/L; read:
about 47m (154 ft.), spans the entrance to Kainan
(US CH 97207) 20/91

PUB 159 4 Ed 1987 LAST NM 20/91

Page 146—Line 50/L; read:
signal stations on Pier 5, Higashi-
(15(506) Tokyo) 22/91

PUB 159 4 Ed 1987 LAST NM 22/91

Page 50—Line 2/L; read:
have depths of 7.4 to 9.5m (24 $\frac{1}{4}$ to 31 ft.). Vessels of
(16(528)91 Tokyo) 24/91

PUB 159 4 Ed 1987 LAST NM 20/91

Page 3—Line 7R; read:
Caution.— Fish havens, which may be on the sea bed, at intermediate mid-layer depths, or floating on the surface, are numerous in Japanese waters and are continually being augmented. Concentrations of fishing vessels can be expected in their vicinity. Caution should be exercised as the placement of fish havens may well precede their inclusion in the Notice to Mariners.
Traffic Management.— The Japanese Maritime Safety Agency has insti-
(DMAHTC/MCNN) 25/91

Page 130—Line 53/L; insert after:
Caution.—A prohibited area, the limits of which are shown on the chart, lies close N of the entrance channel.
(12(376)91 Tokyo) 25/91

LAST NM 25/91

Page 129—Line 45/L; insert after:
A measured distance of 2118.8m (2316 yards) lies to the W of Miyasakino Hana and is indicated by the light structure and three beacons.
(18(605)91 Tokyo) 26/91

PUB 159 4 Ed 1987 LAST NM 26/91

Page 64—Line 43/L; read:
14.2m (46 $\frac{1}{2}$ ft.), with 10m (32 $\frac{3}{4}$ ft.) in the inner harbor.
(23(809)91 Tokyo) 31/91

PUB 160 3 Ed 1991 NEW EDITION

(DMAHTC/MCNN) 23/91

PUB 161 5 Ed 1991 NEW EDITION

(DMAHTC/MCNN) 34/91

PUB 162 2 Ed 1990 NEW EDITION

(DMAHTC/MCNN) 26/90

Pages 5-397/ strike out.
Line numbers.
(DMAHTC/MCNN) 26/90

PUB 162 2 Ed 1990 LAST NM 26/90

Page 271—Lines 52-55/L; strike out.
(44(3168)90 Taunton) 52/90

PUB 162 2 Ed 1990 LAST NM 52/90

Page 7—Line 5/R; read:
of Natao Point. A light is shown from Sabtang Island.
(6(34)90 Manila) 2/91

Page 103—Line 31/L; read:
Point. A light is shown from Cangouac Point.
(8(27)90 Manila) 2/91

PUB 162 2 Ed 1990 LAST NM 2/91

Page 271—Line 23/L; insert after:
Pilotage.—Pilotage is compulsory and is available day only. Pilot boards about 1,400 yards SE of JOMI pier (8°19.4'N., 123°51.7'E.).
(BA NM 48/90) 6/91

PUB 162 2 Ed 1990 LAST NM 6/91

Page 271—Lines 32-34/L; read:
distant 2 miles, steer 270°, which leads about 450 yards S of the reef 600 yards SE of Tabu Point. When the light low-
(BA NM 51/90) 7/91

Page 271—Lines 44-51/L; read:
A T-head pier stands about 350 yards SW of Tabu Point. The pier extends about 130m (426 ft.) from the shore. In 1990 it was reported that the head of the pier, 40m (131 ft.) long and 12m (39 $\frac{1}{2}$ ft.) wide, had a depth of 11m (36 ft.) alongside its outer face. Two dolphins off each end of the T-head provide a mooring length of 200m (656 ft.).
(BA NM 51/90) 7/91

Page 271—Lines 4-5/R; read:
pier bearing 307°. When Tabu Point light
(BA NM 51/90) 7/91

Page 271—Lines 12-14/R; strike out.
(DMAHTC/MCNN) 7/91

PUB 162 2 Ed 1990 LAST NM 7/91

Page 396—Line 44/L; read:
S of Sibitu Island and marked by a light, is the farthest S of the low, flat
(4(289)91 Taunton) 13/91

Page 359—Line 15/L; read:
11.67 Espina Point (7°59'N., 117°04'E.), marked by a light, is
(6(439)91 Taunton) 14/91

Page 361—Line 4/L; read:
Comiran Island (7°55'N., 117°13'E.), marked by a light, lies on the
(6(439)91 Taunton) 14/91

Page 21—Line 45/R; insert after:
Caution.— It has been reported (1990) that, due to earthquake activity, the shoreline and depths along the S coast of Lingayen Bay may differ from what is charted.
(MCNN RS 009-91) 20/91

Page 30—Line 6/L; read:
and **Binanga Point** (Minang Point) (14°45'N., 120°15'E.), about 3 $\frac{1}{4}$ miles E. The sea-
(MCNN RS 009-91) 20/91

Page 150—Line 47/L; read:
ing W of Gay Island (Dipado Island) and N of the reef fringing
(MCNN RS 009-91) 20/91

Page 413—Line 23/L; insert after:
BINANGA POINT 14 45N 120 15E 1.44
(DMAHTC/MCNN) 20/91

Page 419—Line 46/R; insert after:
DIPADO ISLAND 17 22N 122 22E 5.03
(DMAHTC/MCNN) 20/91

Page 428—Line 22/R; insert after:
MINANG POINT 14 45N 120 15E 1.44
(DMAHTC/MCNN) 20/91

Page 53—Line 45/L; read:
is low and clear of danger, and is marked by a light.
(US NM 40/90) 22/91

Page 57—Line 20/L; insert after:
The NE extremity of the island is marked by a light.
(US NM 40/90) 22/91

Page 85—Line 15/R; read:
by a light, con-
(US NM 18/90) 22/91

Page 176—Lines 18-19/R; read:
Liguan Point. A lighted buoy marks
(US NM 31/90) 22/91

Page 199—Line 11/R; read:
3.6m (11 $\frac{3}{4}$ ft.) over it and lies $\frac{3}{4}$ mile N of Bilaa
(US CH 92110) 22/91

Page 200—Line 43/R; read:
3.6m (11 $\frac{3}{4}$ ft.) coral head, is a steep-to danger that
(US NM 46/90) 22/91

Page 202—Line 9/L; read:
bub Reef, with a least depth of 3.3m (10 $\frac{1}{2}$ ft.),
(US NM 46/90) 22/91

Page 205—Line 3/R; read:
Kanhanusa Island (Kanhanus Island) (10°09'N., 125°29'E.), 99m
(US CH 92110) 22/91

Page 205—Line 33/R; read:
Kanihaan Island (Nanihaan Island) (10°10'N., 125°28'E.) is the
(US CH 92110) 22/91

Page 205—Line 38/R; read:
make the reef difficult to see. A 23.5m (12 $\frac{3}{4}$ fm) patch
(US CH 92110) 22/91

SD-116

best copy available

Page 208—Line 24/R; read:
fringing Kangbangyo Island (Kagbangio Island). A 9.1m (5 fm) shoal
(US CH 92110) 22/91

Page 208—Line 33/R; read:
area, 6.1m (20 ft.), lies about 3 $\frac{1}{2}$ miles SE of that
(US CH 92210) 22/91

Page 216—Line 24/L; read:
Kambiling Islet (Cabiling Islet) (10°01'N., 126°00'E.), about 2
(US CH 92210) 22/91

Page 216—Line 34/L; read:
3.2 and 5.8m (1 $\frac{3}{4}$ and 3 $\frac{1}{4}$ fm) over them, lie be-
(US CH 92210) 22/91

Page 216—Line 27/R; read:
Kangbanyo Island (Kangbangio Island) (9°55'N., 25°54'E.), 134m (440 ft.) high , is $\frac{1}{2}$
(US CH 92210) 22/91

Page 256—Lines 11-13/L; read:
the vicinity of Piers 1, 2, and 3. Most of these dangers are uncharted and unmarked.
(Ship Visit Report NO 71/91) 22/91

Page 257—Line 13/L; read:
Cautions
Piracy is a serious problem in both the N and S anchorage areas.
There are many small canoe type fishing vessels in the south entrance channel.
(Ship Visit Report NO 71/91) 22/91

Page 272—Line 17/R; read:
193° on the alignment of the lightbeacons on
(US CH 92296) 22/91

Page 272—Lines 22-23/R; read:
226° when Ozamiz Light bears 235°. If the vessel is proceeding to the
(US CH 92296) 22/91

the 193° course to the pier or anchorage as de-
(US CH 92296) 22/91

Page 303—Line 29/L; read:
Ayninan Island (Agninan Island) (8°47'N., 126°18'E.) lies about
(US CH 92130) 22/91

Page 301—Line 34/R; read:
NNE of Barcelona and marked by a light, is low, thickly covered with
(US NM 8/91) 22/91

Page 409—Line 24/L; insert after:

AGNINAN ISLAND	8	47N	126	18E	9.34

(US CH 92130) 22/91

Page 415—Line 3/L; insert after:

CABILING ISLET	10	01N	126	00E	6.35

(US CH 92210) 22/91

Page 423—Line 74/L; insert after:

KAGBANGIO ISLAND	9	55N	25	54E	6.35

(US CH 92210) 22/91

Page 423—Line 25/R; insert after:

KANHANUS ISLAND	10	09N	125	29E	6.25

(US CH 92210) 22/91

Page 429—Line 51/L; insert after:

NANIHAAN ISLAND	10	10N	125	28E	6.25

(US CH 92210) 22/91

PUB 162 2 Ed 1990 LAST NM 22/91

Page 102—Line 7/L; read:
Pireda Point (12°32'N., 122°08'E.), marked by a light, lies about
(US NM 9/91) 23/91

Page 210—Line 25/R; read:
Amaga Islet (Amagat Islet) (9°32'N., 125°54'E.), 51m (169 ft.)
(US CH 92120) 23/91

Page 211—Line 25/R; read:
Auqui Island (Auquit Island) (9°24'N., 126°03'E.) is 102m (335
(US CH 92120) 23/91

Page 212—Line 24/R; read:
Point (Darakit Point) (9°34'N., 125°56'E.), 21.3m (70ft.) high
(US CH 92120) 23/91

Page 214—Line 23/L; read:
Island (Manon Island), and Antokon Island (Antokan Island) lie on the same reef,
(US CH 92120) 23/91

Page 214—Line 29/L; read:
Anajauan Island (Anajawan Island) (9°37'N., 126°08'E.), 1 $\frac{1}{2}$
(US CH 92120) 23/91

Page 260—Lines 16-17/R; read:
the entrance channel is marked by lighted beacons.
(US NM 7/91) 23/91

Page 409—Line 36/R; insert after:

AMAGAT ISLET	9 32N	125 54E	6.30

(US CH 92120) 23/91

Page 410—Line 5/L; insert after:
ANAJAWAN ISLAND 9 37N 126 08E 5.51
(US CH 92120) 23/91

Page 410—Line 36/L; insert after:
ANTOKAN ISLAND 9 36N 126 10E 6.32
(US CH 92120) 23/91

Page 410—Line 35/R; insert after:
AUGUIT ISLAND 9 24N 126 03E 6.31
(US CH 92120) 23/91

Page 419—Line 26/L; insert after:
DARAKIT POINT 9 34N 125 56E 6.32
(US CH 92120) 23/91

Page 427—Line 67/L; insert after:
MANON ISLAND 9 36N 126 10E 6.32
(US CH 92120) 23/91

PUB 163 5 Ed 1990 NEW EDITION

(DMAHTC/MCNN) 39/90

Pages 3-435/strike out.
Line numbers
(DMAHTC/MCNN) 39/90

Page 218—Graphic/strike out.
(DMAHTC/MCNN) 39/90

PUB 163 5 Ed 1990 LAST NM 39/90

Page 43—Line 13/R; read:
Bank. Dangerous wrecks, the positions of which can best be seen on the chart, lie within 30 miles NE, E and S of Five Fathom Banks.
(BA NP36) 44/90

Page 78—Lines 10-11/L; read:
a time. ETA should be sent 72, 48, 24, and 12 hours in advance.
(BA NP36) 44/90

Page 78—Line 24/R; read:
Pulau Payung Besar (Pulau Payung) (5°49'S., 106°33'E.), the third is-
(BA NP36) 44/90

Page 82—line 32/R; read:
bors.
Dangerous cargoes must be discharged into lighters outside the harbor area.
(BA NP36) 44/90

PUB 163 5 Ed 1990 LAST NM 44/90

Page 84—Lines 37-56/R; read:
Arjuna Oil Field, consisting of numerous production platforms and other oil installations, extends up to 22 miles offshore; its central gathering platform in **B Field** lies 17 miles NNW of Tanjung Bobos (6°11'S., 107°49'E.). Outlying platforms lie 28 miles ESE and 34 miles W of the central gathering platform and are connected to it by pipelines. Lights are shown from the platforms.

Gas pipelines run SSW from the central gathering platform and SE from **L Field**, situated 14 miles W, to the shore 12 $\frac{1}{2}$ miles W of Tanjung Bobos.

Restricted Area.—Arjuna Oil Field is protected by a Restricted Area, the limits of which can be seen from the chart. Unauthorized entry into the area is prohibited.

Arjuna Oil Terminal is situated close N of the central gathering station and consists of 6 SBMs. There are five standard type single buoy moorings (SBM) and 1 rigid arm buoy mooring as follows:
SBM No. 1 Crude Oil; storage tanker.
SBM No. 2 Crude Oil; storage tanker; vessels up to 100,00 dwt.
SBM No. 3 Crude Oil, storage barge.
SBM No. 4 Crude Oil ; storage tanker; vessels up to 200,000 dwt.

SBM No. 5 LPG; (rigid arm).

SBM No. 6 Butane; largest vessel 50,000 dwt.

Lights are shown from the SBMs and from several platforms in the vicinity.

Pilotage is compulsory within the terminal limits and vessels are boarded in the anchorage or near the moorings. Mooring launches are available to assist. Heavy weather can delay berthing and there is normally no night berthing. ETA should be passed 72, 24, and 12 hours before arrival.

Anchorage.—There is an anchorage area about 2 $\frac{1}{2}$ miles N of the terminal.

(BA NP 36) 45/90

Page 85—Lines 50-54/L; read:

3.15 Balongan Oil Terminal consists of 2 SBMs and a group of four mooring buoys for conventional mooring. A small harbor, protected by two breakwaters extending 200m (656 ft.) from the shore, lies in front of a tank farm at the inshore end of the pipeline from Arimbi Field.

Export SBM (Balongan Terminal), the outer of the two SBMs, is moored 7 miles NE of Balongan to which it is joined by a pipeline; a light is exhibited from it.

Domestic SBM and the Conventional Buoy Moorings are moored 4 and 2 $\frac{1}{2}$ miles, respectively, SW of Export SBM.

A light-beacon stands on the coast 1 mile NW of the harbor, and a tower marked by a light stands near the inshore end of the pipeline.

A light is shown from the head of each breakwater.

The maximum size tanker acceptable at Balongan Oil Terminal is 150,000 dwt in a 22m (72 ft.) deep berth. Domestic SBM will accept a vessel of 36,500 dwt in 14.5m (47 $\frac{1}{2}$ ft.) of water.

Pilotage is compulsory. The Mooring Master boards in the vicinity of the SBMs. Ships berth and unberth in daylight only.

Anchorage.—Ships should anchor 3 miles N of Export SBM to await instructions.

Arimbi Oil Field (6°20'S., 108°40'E.), consists of two production platforms which lie approximately 15 miles

(BA NP36) 45/90

Page 85—Lines 1-13/R; Strike out.

(BA NP36) 46/90

Page 86—Line 40/R; read:

but occasionally with showers.

Pilotage is available.

(BA NP36) 46/90

Page 86—Line 44/R; read:

Ciremay bearing 224° and Bukit Jati bearing 298°.

(BA NP36) 46/90

Page 87—Line 6/L; read:

dredging. There are pilots available and no re-

(BA NP36) 46/90

Page 87—Lines 20-21/L; read:

and marked by discoloration, with depths of 4.3 and 4.5m (14 and 15 ft.) over them, lie outside the 11m

(BA NP36) 46/90

Page 120—Lines 47-49/R; read:

4 $\frac{1}{2}$ miles WSW of Batu Karang Pematan.

Pilotage is compulsory within the terminal limits. The Mooring Master boards in the anchorage area, and will advise on approaches to the SBM, mooring and unmooring, the connecting and disconnecting of hoses, and all other operations within the terminal area. There is no berthing at night.

(BA NP36) 46/90

Page 36—Line 42/L; read:

ated 54 miles up river. In 1989 it was reported that there was a least depth of 7.5m (25 ft.) over the outer bar off the mouth of the river. In 1976 it was reported the

(BA NP36) 47/90

Page 37—Line 15/R; read:
house, and Pilot's Office are situated. Container facili - ties are available at Palembang. With the ex-
(BA NP36) 47/90

Page 37—Line 36/R; read:
ENE of the E point of Air Komering; about 450
(BA NP36) 47/90

Page 37—Line 51/R; read:
at Palembang. Pilots require 12 hours notice of arrival. There is a port radio station at Palembang.
(BA NP36) 47/90

Page 45—Line 9/L; read:
2.21 Blinyu (Belinyu) (1°38'S., 105°47'E.) (World Port
(DMAHTC/MCNN) 47/90

Page 45—Line 15/L; read:
(Mantun) Mantong, the E entrance point, situated 1 mile NE
(BA NP36) 47/90

Page 45—Line 3/R; read:
Tanjung (Samak) Grasak (1°30'S., 105°55'E.), a rocky
(DMAHTC/MCNN) 47/90

Page 45—Line 7/R; read:
2.22 Pulau-pulau Tuju (Tudju Eilanden) (Kepulauan Tujuh) (1°13'S., 105°16'E.) lies
(BA NP36) 47/90

Page 45—Line 17/R; read:
Pulau (Penjaman) Penyaman, the S island of the group, is
(BA NP36) 47/90

Page 45—Line 29/R; read:
Pulau (Tjebia) Cebia, about 3 $\frac{1}{2}$ miles N of Pulau Penya-
(DMAHTC/MCNN) 47/90

Page 45—Line 32/R; read:
Pulau (Pekatjang) Pekacang (1°10'S., 105° 18'E.), the larg-
(BA NP36) 47/90

Page 45—Line 56/R; read:
observed SW of Pulau (Tjebia) Cebia.
(DMAHTC/MCNN) 47/90

Page 47—Line 4/L; read:
jung (Langka) Lanka (2°28'S., 106°27'E.), 37 miles SSE,
(DMAHTC/MCNN) 47/90

Page 122—Line 34/L; read:
Tanjungsekong (Merak Petroleum Base) (5°55'S., 106°00'E.) (World
(US Pub. 150) 47/90

Page 122—Lines 37-39/L; read:
ment for offshore oil installations. Vessels of 91m (299 ft.) in length and 2,000 dwt, with a 4.5m (14 $\frac{3}{4}$ ft.) draft can be berthed alongside. The jetties have a depth of 5.5m (18 ft.) alongside.
(BA NP36) 47/90

Page 122—Lines 41-42/L; strike out.
(BA NP36) 47/90

Page 122—Lines 48-51/L; strike out.
(BA NP36) 47/90

Page 122—Line 46/R; insert after:
LNG Terminal.— There are two small piers 1 $\frac{1}{2}$ miles S of Pulaumerak off which are two mooring buoys. Vessels of 6,000 dwt, 90m (295 ft.) length and 7m (23 ft.) draft can berth to load liquids and chemicals from tanks near the piers.

Anchorage can be obtained about $\frac{2}{5}$ mile N of the piers in a depth of 12m (39 ft.).
(BA NP 36) 47/90

Page 47—Lines 15-21/L; read:
that extends SW. Tanjung (Lempujang) Lempuyang is a rocky point about 3 miles S of Tanjung Udang. Tanjung Pinyak, a point 11 miles SSE of Tanjung Lempuyang, has a village near it. Tanjung Lanka is situated 9 miles SE of Tanjung Pinyak. Sungai Koba flows into the sea by way of an outlet 2 $\frac{1}{2}$ miles W of Tanjung Lanka.
(BA NP36) 48/90

Page 47—Lines 36-43/L; read:
miles offshore E of Tanjung Lempuyang.

Karang Pedis Selatan (1°53'S., 106°15'E.), a coral head with a depth of 2m (6 $\frac{1}{2}$ ft.) over it, lies 3 $\frac{1}{2}$ miles E of Tanjung Raya. It is marked on its SE side by a light buoy. Another coral patch, with a depth of 5.5m (18 ft.) over it, lies 1 mile N of Karang Pedis Selatan. Karang Fokke, a reef which dries, lies 2 miles SW of Karang Pedis Salatan. There are some
(DMAHTC/MCNN) 48/90

Page 47—Line 45/L; read:
Karang Fokke, which are sometimes visible from a dis-
(DMAHTC/MCNN) 48/90

Page 47—Line 23/R; read:
ing, a drying coral reef, is located 3 $\frac{1}{2}$ miles NE of
(DMAHTC/MCNN) 48/90

Page 123—Line 13/L; read:
of 14m (46 ft.). On the inside of the NE end of
(BA NP36) 48/90

Page 123—Line 3/R; insert after:

Anyer Terminal (6°02'S., 105°56'E.) close SW of Tanjung Leneng, consists of a jetty extending 200 m (656 ft.) from the shore with two berths mainly for importing salt and ethylene for use in a chemical plant. The chemical plant stands with tanks near the root of the jetty.

Winds — Weather.— Both berths are fully exposed to winds from SSW through W to NE , and even in calm weather there is a continual swell from the NW. During most of the period of the NW Monsoon (November - March) the berths are unusable.

Depths — Limitations.— An L-shaped jetty, extends 200m (656 ft.) from the shore. From the outer end of the arm extending from the shore, its head runs SW with its seaward face forming No. 1 Berth. A conveyer for salt extends along the length of No. 1 Berth. No. 2 Berth is situated on the seaward side of a structure 300 feet NE of No. 1 Berth and is orientated 078°-258°. Berthing dolphins stand beyond either end of the berths and between them, and are accessible by catwalks. No. 1 Berth is 1,300m (4,265 ft.) long with depths from 11 to 11.5m (36 to 37$\frac{3}{4}$ ft.) alongside, but 2m (6 $\frac{1}{2}$ ft.) clearance should be allowed for the swell conditions. No. 2 Berth is 25m (82 ft.) long. Berth No. 1 and No. 2, respectively, may accommodate a vessel of 22,000 dwt and 2,000 dwt.

Tidal currents are reported to attain rates up to 6 knots parallel with No. 1 Berth.

Pilotage is compulsory. Pilots from Merak are available at 4 hours notice. ETA should be communicated 24 hours before arrival through Cigading radio. Pilots and Port Authorities operate on VHF channel 12. Ships normally berth in daylight hours. Unberthing can be carried out anytime.

Anchorage.—There is anchorage with good holding ground from $\frac{1}{2}$ to 1 mile off No. 1 berth.
(BA NP36) 48/90

Page 48—Lines 7-22/L; read:

Karang Smit van de Broecke (2°04'S., 106°32'E.), with a least depth of 4m (13 ft.) over it, is situated 3 $\frac{1}{2}$ miles SSW of Karang Hidrograf Timur. A 5.5m (18 ft.) patch lies 1 mile W of Karang Smit van de Broecke.

Karang Diederika (Jederika), a group of rocks with one rock which breaks, is situated 7 miles W of Karang Smit van de Broecke. A patch of coral and stone with a depth of 1.8m (6 ft.) over it, lies 1 mile ENE of this danger. There is a coral patch, with a depth of 3.5m (11 $\frac{1}{2}$ ft.) over it, 3 $\frac{3}{4}$ miles NE of Karang Diederika.

Karang Lombok Barat (West Lombok Reef), 7 miles SW of Karang Smit van de Broecke, has a depth of 5m (16 ft.) over it; a 6m (19 $\frac{1}{2}$ ft.) patch lies 2 $\frac{3}{4}$ miles E of this reef.

Karang-karang Lombok (Lombok Reefs) consisting of three shallow patches with depths of 3.0, 2.5, and 4.0m (10, 8, and 13 ft.) over them, lie respectively, 7 miles ENE, and 7 and 8 miles ESE of Karang Lombok Barat (West Lombok Reef).
(BA NP36) 49/90

Page 48—Line 29/L; read:
Karang Von Sittard (2°12'S., 106°45'E.), the SE
(DMAHTC/MCNN) 49/90

Page 52—Lines 4-6/L; read:
bank. Depths of 7.6 to 31m (4 $\frac{1}{4}$ to 17 fm)
(DMAHTC/MCNN) 49/90

Page 54—Line 29/L; read:
to 52 ft.) with Pulau Lima bearing 340° at 6 miles. A rock, awash, was reported in 1988 to lie approximately 8 $\frac{1}{4}$ miles W of Karang Karang Teree.
(BA NP36) 49/90

Page 129—Line 44/L; insert after:
Taharan Coal Terminal (5°29'S., 105°19'E.) is situated 1 mile S of Panjang where coal is loaded at a concrete jetty. The berth has a length of 170m (558 ft.), depth 12m (39 ft.), distance between dolphins 240m (787 ft.). Coal can be loaded at the rate of 5,000 tons per hour.

The largest vessel accommodated was 40,000 dwt, length 179m (587 ft.), beam 27m (88 ft.), draft 8m (26 ft.).
(BA NP36) 49/90

Page 129—Line 49/L; read:
Lampung. Panjang is the largest seaport on the S end
(DMAHTC/MCNN) 49/90

Page 129—Line 14/R; read:
able throughout 24 hours. Pilots require not less than eight hours notice for berthing and 4 hours for unberthing and shifting.
(BA NP36) 49/90

Page 452—Line 1/L; insert after:
ANYER TERMINAL 6°02'S., 105 56'E. 4.09
(BA NP36) 49/90

Page 472—Line 60/L; insert after:
MERAK OIL TERMINAL 5°53'S., 106°04'E. 4.07
(BA NP36) 49/90

Page 484—Line 25/R; insert after:
TAHARAN COAL TERMINAL 5°29'S., 105°19'E. 4.17
(BA NP36) 49/90

Page 488—Line 2/R; insert after:
ULAR, PULAU 6°00'S., 105°56'E. 4.09
(BA NP36) 49/90

PUB 163 5 Ed 1990 LAST NM 49/90

Page 65—Lines 30-32/L; read:
rang, and a 10m (33 ft.) patch was reported (1979) to lie 12 $\frac{1}{2}$ miles NW of the same reef. A coral 10m (33 ft.) patch was reported (1989) to lie 10 $\frac{1}{4}$ miles NE of Florence Adelaide Karang. A light was reported to be shown from an oil drill-
(BA NP36) 50/90

Page 65—Line 35/L; read:
Karang Ontario (Ontario Reef) (1°59'S., 108°39'E.), 35 miles E
(DMAHTC/MCNN) 50/90

Page 87—Line 30/L; read:
Ujung Pemalang. A conical buoy is moored 3 miles N of Tanjung Gunung, and a **dangerous wreck** lies 6 $\frac{3}{4}$ miles ENE of the same headland.
(BA NP36) 50/90

Page 87—Lines 52-53/L; read:
miles SSW of Karang Bapang. A light buoy (isolated danger) marks the reef.
(BA NP36) 50/90

Page 87—Line 43/R; read:
buoys. The W pipeline extends 2 $\frac{3}{4}$ miles N by W
(BA NP36) 50/90

Page 88—Line 50/L; read:
8 to 12m (26 to 39 ft.), 3 miles offshore. Small
(BA NP36) 50/90

Page 455—Line 77/R; insert after:
BLINYU 1°38'S 105°47'E 2.21
(DMAHTC/MCNN) 50/90

Page 457—Line 59/R; insert after:
CEBIA, PULAU 1°12'S 105°16'E 2.22
(DMAHTC/MCNN) 50/90

Page 459—Line 2/L; insert after:
DIEDERIKA, KARANG 2°05'S 106°25'E 2.25
(DMAHTC/MCNN) 50/90

Page 460—Line 39/L; read:
FOKKE, KARANG 1°55'S 106°13'E 2.24
(DMAHTC/MCNN) 50/90

Page 461—Line 47/L; insert after:
GRASAK, TANJUNG 1°30'S 105°55'E 2.21
(DMAHTC/MCNN) 50/90

Page 467—Line 16/R; insert after:
LANKA, TANJUNG 2°28'S 106°27'E 2.24
(DMAHTC/MCNN) 50/90

Page 468—Line 67/L; read:
LEMPUYANG, TANJUNG 2°15'S 106°13'E 2.24
(DMAHTC/MCNN) 50/90

Page 470—Line 77/R; insert after:
MANTONG, TANJUNG 1°38'S 105°44'E 2.21
(DMAHTC/MCNN) 50/90

Page 476—Line 77/L; read:
PEDIS SELATAN, KARANG 1°53'S 106°15'E 2.24
(DMAHTC/MCNN) 50/90

Page 476—Line 11/R; insert after:
PEKACANG, PULAU 1°10'S 105°18'E 2.22
(DMAHTC/MCNN) 50/90

Page 476—Line 16/R; insert after:
PEKATJANG, PULAU 1°10'S 105°18'E 2.22
(DMAHTC/MCNN) 50/90

Page 477—Line 13/L; insert after:
PENYAMAN, PULAU 1°16'S 105°16'E 2.22
(DMAHTC/MCNN) 50/90

Page 478—Line 68/R; read:
RAU, TANJUNG 1°39'S 105°43'E 2.20
(DMAHTC/MCNN) 50/90

Page 483—Line 77/L read:
SMIT VAN DE BROECKE, KARANG
2°04'S 106°32'E 2.25
(DMAHTC/MCNN) 50/90

Page 488—Line 17/L; insert after:
TUDJU, EILANDE 1°13'S 105°16'E 2.22
(DMAHTC/MCNN) 50/90

Page 488—Line 25/L; insert after:
TUJU, PULAU-PULAU 1°13'S 105°16'E 2.22
(DMAHTC/MCNN) 50/90

Page 488—Line 63/R; insert after:
VON SITTARD, KARANG 2°12'S 106°45'E 2.25
(DMAHTC/MCNN) 50/90

Page 26—Line 25/L; read:
alongside of 0.8m (2 ft.). The harbor and customs
(BA NP36) 51/90

Page 26—Lines 23-24/R; read:
There is a quay 38m (125 ft.) long, which will accommodate vessels drawing 4m (13 ft.) at all
(BA NP36) 51/90

Page 27—Line 30/R; read:
bung. Pulau (Seluwas) Seluas lies on the same ridge, 800
(BA NP36) 51/90

Page 28—Line 6/L; read:
of 11m (36 ft.) in the fairway. The island is
(BA NP36) 51/90

Page 28—Line 14/R; read:
lights in line bearing 103°30'.
A dangerous wreck , marked by a light buoy, lies 17 miles W of the front leading light, and an unmarked **dangerous wreck** lies on the N side of the entrance channel, 8 miles WNW of the same leading light.
(BA NP36) 51/90

Page 28—Lines 19-21/R; read:
of it.
Close off the E end of Pulau Panjang are Pulau Babi.
Pulau
(BA NP36) 51/90

Page 28—Line 24/R; read:
Batu (Lajang) Layang, an islet, stands off the
(BA NP36) 51/90

Page 28—Lines 27-29/R; read:
A stony spit, with depths from 0.8 to 5.0m (3 to 16 ft.) over it, extends from the N bank to about mid-channel, 300 yards SW of the W end of Batu Layang.
(BA NP36) 51/90

Page 30—Lines 28-31/R; read:
ner Route 1. Pilots, which are compulsory, can be em-
(BA NP36) 51/90

Page 72—Line 20/L; read:
tance of 1 mile offshore in places. Pulau (Kucing) Kutjing
(BA NP36) 51/90

Page 459—Line 45/R; strike out.
(DMAHTC/MCNN) 51/90

Page 466—Line 63/L; insert after:
Kucing, Pulau 2°29'S. 110°10'E. 2.70
(DMAHTC/MCNN) 51/90

Page 468—Line 11/L; insert after:
Layang, Batu 0°00'N. 109°18'E. 1.42
(DMAHTC/MCNN) 51/90

Page 474—Line 63/L; insert after:
Ontario, Karang 1°59'S. 108°39'E. 2.58
(DMAHTC/MCNN) 51/90

Page 481—Line 55/R; insert after:
Seluas, Pulau 0°45'N. 108°48'E. 1.40
(DMAHTC/MCNN) 51/90

Page 389—Line 30/L; read:
Caution.— A wreck with a least depth of 12.5m (41 ft.) over it lies 10 miles NE of Tanjong Po.
(DMAHTC/MCNN) 52/90

Page 399—Line 20/L; read:
tiam.
A dangerous wreck lies about $7\frac{3}{4}$ miles NW of Kuala Bintulu.
(DMAHTC/MCNN) 52/90

PUB 163 5 Ed 1990 LAST NM 52/90

Page 83—Line 41/R; read:
and 14. Pilots board the vessel between 0800 and 1800.
(Indonesian Shipping Directory 1989-1990) 3/91

Page 137—Lines 28-30/L; read:
The Indonesian Flag at the signal yard meaning the pilot is coming out.
(Indonesian Shipping Directory 1989-1990) 3/91

PUB 163 5 Ed 1990 LAST NM 3/91

Page 127—Line 33/R; read:
the rock. A light, from which a racon transmits, is shown on the highest
(5(363)91 Taunton) 14/91

Page 328—Line 51/R; read:
118°28'E.), the outer danger, is marked by a light and stands 9 miles SE
(6(440)91 Taunton) 14/91

Page 480—Line 67/L; strike out.
(DMAHTC/MCNN) **14/91**

PUB 163 5 Ed 1990 LAST NM 14/91

Page 200—Line 12/L; read:
of Tanjun Nbai. A light is exhibited from the coast about $2\frac{1}{4}$ miles SSE of Tanjung Nbai.
(7(524)91 Taunton) 17/91

Page 208—Line 50/L; read:
123°42'E.), which is marked by a light, and Tanjung Pau, 5 miles NE, is mostly
(7(525)91 Taunton) 17/91

Page 209—Line 6/L; read:
of the N approach to Selat Alor. Pulau Lapang, marked by a light on its NW extremity, is
(17(525)91 Taunton) 17/91

Page 333—Line 45/R; read:
land reef and the coral flats SE of Pulau Panjang,
(DMAHTC/MCNN) 17/91

Page 334—Line 11/L; read:
Pulau Panjang (2°22'N., 118°12'E.), marked by a light, covered
(8(604)91 Taunton) 17/91

Page 334—Line 56/R; read:
Gutung are marked by buoys, beacons, and lights in
(8(604)91 Taunton) 17/91

Page 475—Line 48/L; strike out.
(DMAHTC/MCNN) 17/91

Page 475—Line 3/R; insert after:
PANJANG, PULAU 2 22N 118 12E 9.38
(DMAHTC/MCNN) 17/91

PUB 163 5 Ed 1990 LAST NM 17/91

Page 47—Lines 16-17/R; read:
rang Eliot.
Karang Miang, which dries and is marked by a light from which a racon transmits, lies about 2 miles SW of Karang Eliot.
(7(675)91 Taunton) 18/91

Page 232—Lines 11-12/R; read:
distance of 5 miles at low water; it is marked by a light.
(7(674)91 Taunton) 18/91

PUB 163 5 Ed 1990 LAST NM 18/91

Page 366—Line 6/R; insert after:
Caution.— A dangerous wreck lies about 1 mile SSW of the mouth of Telok Sabahat.
(1(26)91 Kuala Lumpur) 19/91

Page 405—Line 6/L; insert after:
Caution.— A dangerous wreck, marked close W by a lighted buoy, lies about 4 miles ESE of Tukau Oilfield.
(10(753)91 Taunton) 19/91

PUB 163 (continued)

Page 405—Line 25/R: read:
jong Baram. Numerous dangerous wrecks, some of which are marked by lights, lie on the bar up to 2 miles W and 3 $\frac{1}{4}$ miles WNW of the river mouth.
(US CH 71343) 19/91

PUB 163 5 Ed 1990 LAST NM 19/91

Page 328—Line 51/L, read:
118°28'E.), the outer danger, is marked by a light and
(6(440)91 Taunton) 20/91

Page 328—Line 51/R; read:
to the SE of Telux Suleman near Tanjung Dumar-
(DMAHTC/MCNN) 20/91

PUB 163 5 Ed 1991 LAST NM 20/91

Page 408—Line 44/L; read:
114°30'E.), with a depth of 3.6m (12 ft.), lies 5
(14(1031)91 Taunton) 24/91

Page 408—Line 48/L; read:
depth of 5.2m (17 ft.), lies 17 miles N of Seria.
(14(1031)91 Taunton) 24/91

Page 408—Line 50/L; read:
depth of 5.2m (17 ft.), lies 3 $\frac{1}{2}$ miles SSE of Browne
(14(1031)91 Taunton) 24/91

Page 408—Line 53/L; read:
shoal ridge with a least depth of 6.4m (21 ft.), lies
(US NM 1-88) 24/91

Page 408—Lines 1-4/R; read:
Ampa Patches (4°56'N., 114°23'E.), with depths of less than 18.2m (60 ft.), is marked by a light and lies from 1$\frac{1}{2}$ to 5 miles ENE of Fairley Patches. **Magpie Rock** (4°57'N., 114°22'E.), a patch
(US CH 71330) 24/91

PUB 163 5 Ed 1990 LAST NM 20/91

Page 3—Line 2/R; insert after:
Fish havens, which may be on the sea bed, at intermediate mid-layer depths, or floating on the surface, are numerous in the waters off the coast of Borneo. Caution is advised.
(DMAHTC/MCNN) 25/91

PUB 163 5 Ed 1990 LAST NM 25/91

Page 93—Line 43/L; insert after:
Areas within the approaches to Selat Surabaya remain dangerous due to bottom mines. See Pub. 160 Sailing Directions (Planning Guide) for Southeast Asia.
(DMAHTC/MCNN) 26/91

Page 93—Line 43/R; read:
of them is Bangkalan about 4 miles E of Tanjung Piring. It is reported (1991) that the white mosque standing in the vicinity of Sebaneh about 6$\frac{1}{2}$ miles SW of Tanjung Modung, is a conspicuous mark.
(MCNN RS 013/91) 26/91

Page 93—Line 55/R; read:
of Karang Jamuang. A radiobeacon and racon are located at the light structure. A training wall, awash at high
(BA NP 34, Supp. 3/89) 26/91

Page 95—Line 18/L; insert after:
It was reported (1991) that the outer approach lightbuoy, which is moored about 18 miles N of Karang Jamuang light, had been removed.
(MCNN RS 013/91) 26/91

Page 97—Lines 10-11/R; read:
Pilotage for the approach channel is compulsory while a harbor pilot is optional. The sea pilot takes
(MCNN RS 013/91) 26/91

PUB 164 4 Ed 1989 NEW EDITION

(DMAHTC) 10/89

PUB 164 4 Ed 1989 LAST NM 10/89

Page 238—Line 40/L; read:
8.44 Misima Island (Misimai Island) (St. Aigan Island) (10°41'S.,
(DMAHTC/MCNN) 45/90

Page 238—Line 15/R; insert after:
Maika Harbor (10°42'S., 152°48'E.) is formed by a small inlet. The entrance, about 100 yards wide, is well defined and marked by light beacons.

The harbor is dredged to 8.5m (27 $\frac{3}{4}$ ft.) and is suitable for vessels up to 90m (295 ft.) in length and 6m (19 $\frac{2}{3}$ ft.) draft. Winds of 15 to 20 knots and waves of 1.5 to 2m (4.9 to 6.5 ft.) occur throughout the year. The SE Trade Wind curls around the island and tends to blow from SW into the harbor.

Pilotage is not available.

Leading light beacons, in line 336°, lead into the harbor. A dangerous rock lies about 50m (55 yds.) SE of the light beacon W of the entrance.

Anchoring is prohibited E of the E light at the harbor entrance as a pipe extends 267m (292 yds.) to seaward.

There is one berth, 60m (197 ft.) long, available. Vessels berth either port or starboard side to, but the former is not recommended for vessels over 60m (197 ft.) long due to difficulty of turning in the harbor.
(BA NM 37/90) 45/90

Page 265—Line 36/R; read:
one mile, 212 $\frac{1}{2}$°, from Voco Point.
(BA NM 37/90) 45/90

Page 348—Line 46/R; insert after:
MAIKA HARBOR 10 42S 152 48E 8.44
(DMAHTC/MCNN) 45/90

Page 262—Line 47/R; read:
1,700 yards N of Mageri Point. The bay has general
(2(54)91 Sydney) 9/91

Page 263—Line 12/L; read:
bor. The best berth is in 40.2m (22 fm), mud, about
(2(54)91 Sydney) 9/91

PUB 164 4 Ed 1989 LAST NM 9/91

Page 140—Lines 5-6/R; read:
about 2 $\frac{1}{4}$ miles NW of Pulau Sagewin.
(US CH 73760) 22/91

PUB 170 3 Ed 1988 NEW EDITION

(DMAHTC) 4/89

PUB 170 3 Ed 1988 LAST NM 4/89

Page 390—Line 2/R; read:
can expect to be imprisoned.

Mariners are also advised that caution should be observed on entering the 12 mile territorial sea claimed by the PDRY.
(DMAHTC/MCNN) 24/89

PUB 170 3 Ed 1988 LAST NM 24/89

Page 432—Line 47/R; insert after:

Areas to be Avoided in the region of Mahe Island in the Seychelles – Chart 61036 (IMO).

Vessels greater than 200 grt should avoid entering the Seychelles Bank area, which includes the waters between the Areas to be Avoided, and the approach areas to Port Victoria, as the area has not been surveyed to modern standards, and uncharted dangers may exist. Vessels should therefore navigate with caution.

Vessels should note that the charted boundaries of the Port Victoria approach routes are not affected by the areas to be avoided, although they overlap in several locations.

Area to be Avoided in the region of the Aldabra Islands in the Seychelles – Chart 61300 (IMO).

Vessels greater than 500 grt carrying oil or hazardous materials should avoid this area.

(DMAHTC/MCNN) 40/89

PUB 170 3 Ed 1988 LAST NM 40/89

Page III—Line 19/L; read:
Defense Directive 5105.40, dated 12 December 1988,
(DMAHTC/MCNN) 37/90

Page III—Line 5/R; insert after:

SPECIAL WARNINGS.—A Special Warning may be in force for the geographic area covered by this publication. Special Warnings are printed in the weekly Notice to Mariners upon promulgation and are reprinted annually in Notice to Mariners No. 1. A listing of Special Warnings currently in force is printed in each weekly Notice to Mariners, Section III, Broadcast Warnings, along with the notice number of promulgation. In force Special Warnings are also available on NAVINFONET.

(DMAHTC/MCNN) 37/90

PUB 170 3 Ed 1988 LAST NM 37/90

Page 360—Lines 22-25/L; read:
submarines by 400m (218 fm) lengths of wire. These buoys may , therefore, still be secured to a submarine in a depth of 400m (218 fm). In areas where
(DMAHTC/MCNN) 43/90

Page 360—Line 55/R; insert after:
f. to notify appropriate authorities.
(DMAHTC/MCNN) 43/90

Page 361—Line 53/L; read:
Sea Safety Center, Canberra, or the
(DMAHTC/MCNN) 43/90

Page 443—Line 8/L; read:
(SP) is sent to the Federal Sea Safety Center (FSSC), Canberra, where a computerized plot is maintained of the vessel's position. Position Reports (PR) are sent each day at the time that
(Aus Ann 1990) 46/90

Page 443—Lines 39-45/L; read:
k. 9°37'S., 141°02'E.
l. 9°08'S., 143°53'E.
m. 9°24'S., 144°13'E.
n. 12°00'S., 144°00'E.
o. 12°00'S., 155°00'E.
p. 14°00'S., 155°00'E.
q. 14°00'S., 155°15'E.
r. 17°40'S., 163°00'E.
s. The coast of the Antarctic Continent at longitude 163°00'E.
(Aus Ann 1990) 46/90

Page 443—Lines 1-9/R; strike out.
(Aus Ann 1990) 46/90

Page 443—Lines 32-33/R; read:
j. Whether Pilot is carried on vessel (notification required on all Great Barrier Reef/Torres Strait transits).
(Aus Ann 1990) 46/90

Page 443—Line 37/R; read:
m. Coast Radio/Maritime Communication Stations monitored (include INMARSAT number if fitted).
(Aus Ann 1990) 46/90

PUB 170 3 Ed 1988 LAST NM 46/90

Page 443—Lines 40-41/R; read:
o. Draft
p. Cargo
(Aus Ann 1990) 47/90

Page 443—Lines 45-46/R; read
t. Ship's Agents
u. Ship type and size.
(Aus Ann 1990) 47/90

Page 444—Lines 2-3/L; read:
w. Number of persons onboard.
(Aus Ann 1990) 47/90

Page 444—Line 8/L; read:
ing the area, an SP report is sent to the FSSC.
(Aus Ann 1990) 47/90

Page 444—Line 12/L; read:
ter will send a daily position report to the FSSC.
(Aus Ann 1990) 47/90

Page 444—Lines 21-25/L; read:
Masters should be aware that if a vessel lodges an SP prior to entering the AUSREP area, active SAR watch on their vessel **will not commence** until a report is received by the FSSC indicating the vessel has entered the AUSREP area.
(Aus Ann 1990) 47/90

Page 444—Lines 26-46/L; read:
Mandatory AUSREP format components for an SP are

AUSREP SP

a. Vessel's name and call sign.
f. Speed
h. Date/Time and Point of Entry into AUSREP system.
k. Date/Time and Point of Exit from AUSREP system.
l. Route (vessel's intended track, state rhumb line/great circle/coastal/composite).
m. Coast Radio/Maritime Communication Stations monitored.
n. Nominated daily reporting time.
v. Medical personnel carried.

Notes:

1. Include name of last port of call when entering AUSREP from overseas, or destination and estimated time of arrival when leaving AUSREP to an overseas destination.

2. If the vessel intends to transit the Great Barrier Reef/Torres Strait, notification is required regarding a Pilot.

3. Other sections of the basic format may be included at the Master's discretion.

(Aus Ann 1990) 47/90

PUB 170 3 Ed 1988 LAST NM 47/90

Page 444—Lines 49-54/L; read:
sent to the FSSC. The first PR is required within 24 hours of the SP and subsequently daily thereafter. These reports must be sent at the nominated daily reporting time, including the day of arrival in, or departure from, the AUSREP area. The information contained in the PR is used to update the plot in the FSSC, and the PR must reflect the position, course and speed of the ship at the time of the report. If it is found necessary
(Aus Ann 1990) 48/90

Page 444—Line 56/L; insert after:
If any PR is sent at a time other than previously nominated by a ship, the time of this PR must not exceed 24 hours from the previous report.
(Aus Ann 1990) 48/90

Page 444—Line 5/R; read:
Mandatory AUSREP format components for a PR are:
(Aus Ann 1990) 48/90

Page 444—Lines 12-14/R; strike out.
(Aus Ann(1990) 48/90

Page 444—Line 19/R; read
Mandatory AUSREP format components for a DR are:
(Aus Ann 1990) 48/90

Page 444—Lines 26-28/R; strike out.
(Aus Ann 1990) 48/90

Page 444—Line 34/R; read:
pilotage grounds, an FR is sent to the FSSC.
(Aus Ann 1990) 48/90

Page 444—Line 48/R; read:
Mandatory AUSREP format components for an FR are:
(Aus Ann 1990) 48/90

Page 445—Line 7/L; read:
from the ship to the FSSC to avoid delays associ-
(Au Ann 1990) 48/90

Page 445—Lines 10-13/L; read:
Telephone: Canberra (062) 74 8912/74 8913/74 8914
Telex: 62349. Answer back FSSC/A-D
Facsimile: Canberra (062) 57 2036
(Aus Ann 1990) 48/90

Page 445—Lines 31-35/L; read:
To avoid unnecessary search action it is most important that ships report at the nominated reporting time each day and send their Final Report when leaving the AUSREP area. If a ship is unable to pass a position report due to unserviceable radio equipment or illness of the radio officer, all attempts must be made to pass this effect through another vessel, harbor or other shore authority either by VHF, signalling lantern or emergency transmitter.
As a positive reporting system, if an expected report is not received by the Center within two hours, necessary steps are taken to ascertain the safety of the vessel. The following is an outline of the action that
(Aus Ann 1990) 48/90

Page 445—Line 38/L; read:
1. During the first two hours:
(Aus Ann 1990) 48/90

Page 445—Line 3/R; read:
Search planning will be in progress and details included in Navarea X and Facsimile Weather Broadcasts via AXM and AXI.
(Aus Ann 1990) 48/90

Page 445—Lines 7-23/R; strike out.
(Aus Ann 1990) 48/90

Page 445—Line 54/R; read:
Center, Department of Transport
(Aus Ann 1990) 48/90

PUB 170 3 Ed 1988 LAST NM 48/90

Page 366—Lines 9-39/L; read:
3. Submarine exercise area.— Submarine exercise areas extend all along the Makran Coast W and SW of Cape Monze, bound by the following coordinates:
a. 24°58'N., 66°30'E.
b. 24°42'N., 66°43'E.
c. 24°26'N., 66°43'E.
d. 24°00'N., 66°23'E.
e. 24°00'N., 61°49'E.
f. 24°58'N., 61°49'E.
(22(70)90 Karachi) 50/90

PUB 170 3 Ed 1988 LAST NM 50/90

Page 78—Line 29/L; read:
office by VHF (Channel 14) or telephone at least 12
(Sing Tide Tables and Port Facilities 1991) 51/90

Page 78—Lines 18-29/R; read:
(excluding all fishing vessels).
Applications shall be submitted at least 6 hours before arrival of the vessel.
The owner/agent of the vessel shall obtain from the master by radio the required information as outlined below.
The owner/agent shall submit 5 sets of Crew List, Transit Passenger List (if any), Disembarking Passenger List (if any), in quadruplicate, to the Immigration Checkpoint, Finger Pier Building, South Quay. All lists must be inserted with the necessary details and must be duly signed by the authorized representative of the owner/agent of the vessel.
If AIC is granted, one copy each of the Crew List, Transit Pasesnger List and Disembarking Passenger List bearing the appropriate Immigration endorsements can be collected by the owner/agent on execution of the relevant documents such as Seaman's or other Security Bonds. If any person is not permitted to land, the owner/agent will be required to inform the master of the vessel accordingly and upon the ship's arrival must ensure that such person, in fact, does not disembark from the vessel.
After the arrival of the vessel, it shall be the responsibility of the owner/agent to submit immediately to the Immigration Finger Pier Checkpoint, the master's copy of the Crew List and/or Passenger List, bearing the signature of the master of the vessel certifying the details previously submitted through the owner/agent are correct. Whenever required, travel documents and seaman's books of the crew and/or passengers must be handed over to the Immigration Finger Pier Checkpoint, for checking within 4 hours of the vessel's arrival. Passengers will not land until their passports have been endorsed with the appropriate passes.
If the vessel is arriving from an infected port, provisional Radio Pratique should first be obtained from Port Health Authorities before AIC can be considered.
(Sing Tide Tables and Port Facilities 1991) 51/90

Page 80—Lines 11-56/R; read:

1.63 REGULATIONS:

A. Notification of arrival and VHF reporting procedure for arrival and departure vessels.

B. Vessel Traffic Information Service.

These regulations become effective 1 October 1990. The directives and requirements stipulated in Part A regarding the notification of a vessel's arrival and a vessel's VHF confirmation of arrival report are made pursuant to Regulation 3 of the Singapore Port Regulations 1977.

Part A revises the arrival and departure vessel VHF reporting requirements to include operation of the Vessel Traffic Information Service (VTIS). Part B introduces the VTIS operation.

For the purpose of these regulations "Notification of arrival" is the advance notice given to the Port Master of a vessel's intention to enter the Port of Singapore. "Confirmation of arrival" is the VHF report given to the Port Master confirming a vessel's intention to enter the Port when it is within VHF range.

PART A

1. **Notification of arrival.**—The owner, agent, master or person-in-charge of every vessel of 500 GRT or more which intends to enter the Port of Singapore shall notify the Port Master at least 12 hours before the arrival of such vessel by any of the following means:

a. radio telegram - addressed to
"PORT MASTER SINGAPORE";

b. telex - addressed to
"PORT MASTER"
Telex No. RS 34970
- Answer Back PORTPM RS 34970;

c. telefax - addressed to
"PORT MASTER"
TELEFAX NO 3212016

d. Portnet - through pilot order transaction.

The owner, agent, master or person-in-charge of such a vessel, coming from a nearby port with less than 12 hours steaming time to Singapore, shall immediately, on departure from such port, notify the Port Master by any one of the means of communication mentioned above.

2. **Format.**— The owner, agent, master or person-in-charge of the vessel shall provide the information in the following format:

a. Name of vessel
b. Call Sign
c. Nationality
d. Type of vessel
e. GRT
f. Name of local shipping agency
g. Date and estimated time of arrival
h. Last port-of-call
i. Next port-of-call
j. Draft
k. Height of vessel measured vertically from the waterline of the vessel to the highest point of the vessel including its cargo, structure or equipment onboard
l. Required location within the port
m. Whether or not pilot service is required on arrival
n. Dangerous chemicals in bulk. This item shall apply to a vessel carrying those dangerous chemicals listed in chapter 17 of the IMO's International Code for the Construction and the Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code).
o. Remarks if any.
The following remarks, when applicable, shall always be given:
(1) condition affecting the navigation of the vessel such as defective propulsion machinery, defective steering equipment, defective thruster, excessive list and awkward tows;
(2) fire hazards onboard including carriage of dangerous goods;
(3) damaged vessels;
(4) vessels damaged by bombs and other ordnances.

3. **Confirmation of Arrival — VHF Radiotelephone Report**

The master of every vessel of 300 GRT or more or every tug engaged in towing or pushing, if the combined GRT of the tug and tow, or vessel(s) being pushed is 300 GRT or more, or any passenger vessel intending to

enter the Port of Singapore, shall report by VHF the confirmation of arrival to the Singapore Vessel Traffic Information Service (VTIS).

The VTIS operational area is divided into VTIS EAST and VTIS WEST.

VHF ARRIVAL REPORTING POINTS

4. **Reporting via VTIS EAST.—** Masters of such vessels arriving in the Port of Singapore via the VTIS EAST operational area shall report their confirmation of arrival to VTIS EAST operator on Ch. 10 when:

a. Arriving from the East (South China Sea): when abeam of Horsburgh Lighthouse (01°19.8'N., 104°24.4'E.)

b. Arriving from the South via Selat Riau: when abeam of Karang Galang light (01°09.6'N., 104°11.5'E.)

c. Arriving from East Johor Strait: when abeam of Johor Shoal Buoy (01°18.9'N., 104°05'E.)

5. **Reporting via VTIS WEST.—** Masters of such vessels arriving into the Port of Singapore via the VTIS WEST operational area shall report their confirmation of arrival to VTIS WEST operator on Ch. 10 when:

d. Arriving from the South via Selat Durian: when abeam of Pulau Jangkat Beacon (00°57.9'N., 103°42.7'E.)

e. Arriving from the West (Malacca Strait): when abeam of Pulau Iyu Kechil (01°11.5'N., 103°21.2'E.)

Masters of vessels approaching from a location **not mentioned** in a - e above, shall, on approaching the VTIS operational area, call the VTIS EAST or VTIS WEST operator as appropriate and provide the vessel's position by bearing and distance from 1 of 7 conspicuous reference points listed in Appendix II of these regulations.

6. **Vessels With Order for Pilot Services on Arrival**

a. Masters of all vessels arriving at a Singapore Pilot boarding ground shall confirm their ETA on VHF Ch. 10 by calling VTIS EAST or VTIS WEST as appropriate. They shall do so when passing the reporting points mentioned above in paragraphs 4 and 5 **or** when at least 2 hours prior to arrival at the pilot boarding ground, whichever is earlier.

b. In confirming the ETA at pilot boarding ground, the master shall also report for Confirmation of Arrival by providing the information required in the following paragraph. If this report is made before crossing the reporting point, then the master need only report the vessel's name and position when passing the reporting point.

7. **Contents of VHF Confirmation of Arrival Report.—** The VHF Confirmation of Arrival report shall contain the following information:

a. Name of vessel

b. Call sign

c. Present location with reference to any one of the designated reporting points described in paragraphs 4 and 5, eg.; abeam of Horsburgh Lighthouse

d. (1) For vessel not requiring pilot services on arrival, then the name of the first destination in the Port, ie.; name of anchorage or berth, and the ETA at that destination.

(2) For vessels requiring pilot services on arrival, then in lieu of (1), the name of the pilot boarding ground and the ETA at that boarding ground.

e. Height of vessel as defined in paragraph 2.k. above

f. Maximum draft of vessel

g. Remarks, if any (eg., damaged vessel, unusual trim)

h. For deep-draft vessel and VLCC as defined in the "Rules for Vessels Navigating Through the Straits of Malacca and Singapore," then the estimated time and place of crossing or joining the Singapore Strait TSS.

Where there are no changes to the information contained in e - g above, from the Notification of Arrival made under paragraphs 1 and 2, the master shall affirm that it is so, and the repetition of

such information in the Confirmation of Arrival report shall not be necessary.

8. **Reporting Arrival in the Port.**—The master of an arrived vessel fitted with VHF radiotelephone shall report, as soon as practicable, to the appropriate designated control center on VHF Ch. 12, 21 or 22, when such a vessel is anchored or moored within the port limit of Singapore. The report shall contain the date, time, and the location of the vessel.

9. **Anchored Position Report.**— For the reporting of an anchored location, the report shall be in the form of a bearing and distance from one of the following position reference points:

a. Eastern Sector reference point is Amber Beacon (01°17.9'N., 103°54.5'E.) for the following anchorages:
- Eastern Special Purposes Anchorage (A)
- Eastern Special Purposes Anchorage (B)
- Small Craft Anchorage
- Laid-up Vessels Anchorage
- Eastern Petroleum Anchorage (B)
- Eastern Petroleum Anchorage (C)
- Man-of-War Anchorage
- Eastern Working Anchorage
- Eastern Petroleum Anchorage (A)
- Eastern Quarantine and Immigration Anchorage
- Explosives Anchorages for Lighters and Barges

b. Western Sector reference point is Rimau Beacon (01°15.6'N., 103°48.5'E.) for the following anchorages:
- Western Working Anchorage
- Western Petroleum Anchorage (A)
- Western Petroleum Anchorage (B)
- Western Quarantine and Immigration Anchorage
- Reserved Anchorage
- Pasir Panjang Coastal Anchorage
- Dangerous Goods Anchorage

c. Jurong Sector reference point is Sultan Shoal lighthouse (01°14.4'N., 103°39'E.) for the following anchorages:
- West Jurong Anchorage
- West Jurong Petroleum Anchorage
- Chemical/Gas Carriers Anchorage
- Selat Pauh Anchorage
- Tuas Explosives Anchorage
- Tuas Explosives Lighter Anchorage

d. East Johor Strait reference point is the Johor Shoal Buoy (01°18.9'N., 104°06'E.) for the Changi General Purposes Anchorage.

10. **Report for Intra-port Vessels Movements.**— Prior to moving a vessel within the Port limit of Singapore, the master shall, as soon as practicable, report such event or intention to the designated control center, giving the following:

a. Name of vessel
b. Call sign
c. Present location
d. Destination
e. Draft
f. Height
g. Remarks, if any.

11. **VHF report for departing vessels**

a. Prior to departure.—The master of every vessel as specified in paragraph 3, intending to leave Singapore, shall inform the appropriate designated control center prior to departure and shall give the information as specified in para 10 above. In addition, the master shall advise the departure reporting points the ship intends to use. Departure reporting points are contained in paragraph 11c.

b. On departure.— The masters of such vessel leaving Singapore shall report to the Singapore VTIS EAST or WEST on VHF Ch. 10 when passing any of the departure reporting points.

c. VHF departure reporting points

(1) Reporting via VTIS EAST.— Master of such vessels, departing from the Port of Singapore and joining the Singapore Strait traffic

via the VTIS EAST operational area, shall report to VTIS EAST operator on Ch. 10 when:

(a) Departing from the East Johor Strait.— When abeam of Johor Shoal Buoy (01°18.9'N., 104°05'E.).

(b) Departing from the Eastern Petroleum B Anchorage.— When abeam of Airway Buoy (01°17.7'N., 104°01.2'E.).

(c) Departing from the Eastern Fairway.— When abeam of Lagoon Beacon (01°16.6'N., 103°57.5'E.).

(d) Departing from the Corridor Fairway.— When abeam of SW Corridor Buoy (01°14.5'N., 103°54.2'E.)

(e) Departing from the East Keppel Fairway.— When abeam of Tembakul Beacon (01°13.3'N., 103°51.9'E).

(2) Reporting via VTIS WEST.—Master of such vessels departing from the Port of Singapore and joining the Singapore Strait traffic via the VTIS WEST operational area shall report to VTIS WEST operator on Ch. 10 when:

(f) Departing from the Jong Fairway.— When abeam of Sebarok Beacon (01°11.8'N., 103° 48.5'E.).

(g) Departing from the Sinki Fairway.—When abeam of Ajax Shoal Buoy (01°13.7'N., 103° 39.9' E.).

(h) Departing from the Sultan Fairway.— When abeam of Sultan Shoal lighthouse (01°14.4'N., 103°39'E.).

(i) Departing from the West Jurong Anchorage, the Gas and Chemical Anchorage and the Sultan Shoal Petroleum Anchorage.— When abeam of Western Beacon (01°12.7'N., 103°35.9'E.).

(3) Masters of vessels departing from a departure point **not** mentioned in (a) - (i) above, shall, on approaching the Singapore Strait traffic area, call the VTIS EAST or VTIS WEST operator as appropriate and provide the vessel's position by bearing and distance from 1 of 4 reference points listed below:

Sultan Shoal lighthouse	01°14.4'N., 103°39'E.
Raffles lighthouse	01°09.6'N., 103°44.6'E.
Sakjiang beacon	01°13.3'N., 103°51.4'E.
Bedok lighthouse	01°18.5'N., 103°56.1'E.

(4) Contents of departure report to VTIS.— The departure report to the Singapore VTIS shall contain the following information:

(a) name of vessel
(b) call sign
(c) current location passing which departure point, eg., abeam Tembakul Beacon
(d) bound east, west or south
(e) remarks, if any

12. **Malfunction of VHF Radiotelephone Equipment**

a. When it is not possible to operate the VHF radiotelephone equipment carried on board a vessel, compliance with paragraphs 3, 4, 5, 6, 7, 8, 9, 10 and 11 above, shall be made as soon as practicable by any available means.

b. The master shall, at the earliest opportunity, restore such VHF radiotelephone carried on the vessel to working condition and report to the designated communication center accordingly.

PART B SINGAPORE VTIS

1. The Port of Singapore Authority has established a Vessel Traffic Information Service (VTIS) which commenced operations on 1 October 1990. The VTIS operation is part of the PSA's Port Operation center.

2. **Objectives of the VTIS.—** The objectives of the VTIS are as follows:

a. Improve safety of navigation in the Singapore Strait.

b. Facilitate the safe flow of shipping in and out of the Port of Singapore.

c. Provide navigational information to vessels using the Singapore Strait.

3. **VTIS Operational Area.—** The VTIS will assist marine traffic within the Singapore Strait Traffic Separation Scheme bounded by longitudes 103°25'E. and 104°23'E. The VTIS coverage is divided into two areas, namely VTIS EAST and VTIS WEST, by the longitude 103°51.2'E.

a. VTIS EAST.— Vessels east of 103°51.2'E. shall communicate to the VTIS EAST operator.
b. VTIS WEST.— Vessels west of 103°51.2'E. shall communicate to the VTIS WEST operator.

4. **VTIS Radar Positions.—** The 5 radars are located at the following positions:

a. Horsburgh (01°19.8'N., 104°24.5'E.)
b. Bedok (01°18.8'N., 103°57.3'E.)
c. St. John (01°12.8'N., 103°51.2'E.)
d. Raffles (01°09.6'N., 103°44.6'E.)
e. Sultan Shoal (01°14.4'N., 103°39'E.)

5. **VTIS Communication Facilities.—** VHF transmitters and receivers are located at the Horsburgh lighthouse, Bedok lighthouse, Jurong Control Station and the Sultan Shoal lighthouse. The VHF frquencies operated by the Singapore VTIS are:

a. Primary VTIS operation frequency — 156.5 Mhz - Ch. 10.
b. Secondary VTIS operation frequency — 156.675 Mhz - Ch. 73.

VHF Ch. 10 will be used for the calling and working of the VTIS. The secondary channel will be used for prolonged communication. An invitation to listen to Ch. 73 will be broadcast on Ch. 10, after which, the navigational warnings will be transmitted on Ch. 73.

6. **VTIS Participants.—** All vessels and tows of 300 GRT or more and all passenger vessels intending to enter or depart from the Port of Singapore, when reporting as required in PART A of these regulations, are participating in the VTIS.

All vessels transitting the Singapore Strait and not calling at Singapore should also participate by following the procedure and reporting the applicable information to the VTIS as contained in paragraphs 3 to 7 of PART A of these regulations.

7. **Reporting Points.—** These are the same as those contained in paragraphs 4 and 5 of PART A.

8. The effectiveness of the VTIS is to an extent dependent on the accuracy of the information provided and timely reporting by masters. As with all other similar reporting systems, masters in providing or receiving information to/from VTIS are not relieved from the duties and responsibilities required by any international regulations and local rules that are in force.

APPENDIX I

Designated Communications Center	Channel	Usage
VTIS EAST/VTIS WEST	10	Reporting of arrival by vessels on approaching the VTIS operational area. Report by departing vessels on reaching the port limit. Confirmation and Amendments of ETA at pilot boarding ground. Primary calling and working channel of the VTIS and provision of marine traffic information.
	73	Radio broadcasting of Marine Traffic Navigational Warnings. Secondary VHF channel for VTIS participants.
Singapore Port Operations	12	Request of pilotage service. Reporting of anchored positions, intra-port movements for vessels and pre-departure calls, as well as navigational or shipping information.
	20	Request of pilotage service.
Jurong Control	22	Reporting of anchored positions, intra-port movements, and pre-departure calls, as well as navigational or shipping information within the Jurong Areas.
Sembawang Control	21	Request of pilotage service, intra-port movements and pre-departure calls, as well as navigational or shipping information within the East Johor Strait.

APPENDIX II

Fixed Reference Points.— The 7 fixed reference points are as follows:

Pulau Iyu Kechil Light	01° 11.47'N	103° 21.24'E
Sultan Shoal Lighthouse	01° 14.38'N	103° 38.99'E
Raffles Lighthouse	01° 09.61'N	103° 44.55'E
Sakjiang Beacon	01° 13.31'N	103° 51.38'E
Bedok Lighthouse	01° 18.55'N	103° 56.07'E
Tanjong Setapa Light	01° 20.57'N	104° 08.24'E
Horsburgh Lighthouse	01° 19.82'N	104° 24.44'E

(Sing NM10/90, PMC No.6 of 1990) 1/91

Page 81/Strike out.
(DMAHTC/MCNN) 1/91

Page 82—Lines 1-2/L; strike out.
(DMAHTC/MCNN) 1/91

Page 77/Graphic:
Replace with new graphic from back of Section I.
(Sing Tide Tables and Port Facilities 1991) 2/91

Page 84—Lines 44-55/L; read:

1. **Australian Maritime Safety Authority (AMSA)** through the Australian Maritime Rescue Coordination Center (MRCC) for those ships and small craft beyond the capacity of regional SAR resources. The MRCC is also the Australian Mission Control Center (AUMCC) for the COSPAS/SARSAT worldwide network, is manned continuously, and may be contacted through any Australian Maritime Communications Station (MCS) or via the INMARSAT system.

2. **MCS of the Overseas Telecommunications Commission Limited (OTC)** of which seven keep continuous watch and six keep scheduled watches on RTF/RTG International distress frequencies. Details on all Australian MCS can be found in relevant OTC, International Telecommunications Union (ITU) and ALRS publications and the Australian Marine Information Manual.

3. **Royal Australian Air Force (RAAF)** is responsible for SAR operations involving Australian and foreign military land-based aircraft; but, may provide assistance to other SAR authorities.

4. **Royal Australian Navy (RAN)** is responsible for SAR in respect of naval ships and aircraft.

5. **State and Territory Police Forces** are responsible for SAR operations involving fishing vessels and pleasure craft within the limitations of their SAR resources.

6. **Civil Aviation Authority** is responsible for SAR for all civil aircraft. Rescue Coordination Centers are located at various locations around the Australian coast and coordinate aircraft involved in SAR operations within their designated areas.

(Aus Ann 1991) 18/91

Page 84—Lines 1-48/R; read:
Ships fitted with suitable radio equipment
(Aus Ann 1991) 18/91

Page 373—Lines 20-22/R; read:
Northern Territory—Nos. 8, 9.
Western Australia—Nos. 9, 10.
South Australia—No. 11.
(Aus Ann 1991) 18/91

170 (Continued)

373—Table/Replace with below:

RESTRICTED AND DANGER AREAS WITH ASSOCIATED AIRSPACE NORTHERN TERRITORY

	Name	Nature of Activity	Times of Use	Area limits bounded by lines joining positions stated, unless otherwise indicated.	Chartlet No.
/R208	Beagle Gulf	Firing	WPW NOTAM	(a) 12°00'S., 130°35'E. (b) 12°00'S., 130°45'E. (c) 12°10'S., 130°45'E. (d) 12°10'S., 130°35'E.	8
/R214	Timor Sea	Gunnery	WPW NOTAM	(a) 12°15'S., 129°40'E. (b) 12°15'S., 130°10'E. (c) 12°40'S., 130°10'E. (d) 12°40'S., 129°40'E.	8
/R224	Darwin	Air gunnery	WPW NOTAM	(a) 12°15'S., 131°35'E. (b) 11°59'S., 132°33'E. (c) 11°38'S., 132°27'E. (d) 11°52'S., 131°36'E. (e) 11°57'S., 131°30'E.	8
/R225	Darwin	Air gunnery and missile firing	WPW NOTAM	(a) 13°40'S., 128°20'E. (b) 14°00'S., 129°10'E. (c) 12°30'S., 129°50'E. (d) 12°10'S., 129°00'E.	8
/R227	Quail Island	Bombing and firing	WPW NOTAM	Area enclosed by lines tangential to semicircles of 7 NM radius centered on 12°31.3'S., 130°25.8'E. and 12°37.0'S., 130°02.4'E.	8
/R228	Darwin	Air gunnery and missile firing	WPW NOTAM	(a) 12°00'S., 130°28'E., thence the minor arc of a circle of 35 NM radius centered on 12°25.0'S., 130°52.5'E. to (b) 12°26.5'S., 130°17.0'E; (c) 12°39.5'S., 130°03.0'E; (d) 12°50.5'S., 129°24.5'E., thence the minor arc of a circle of 90 NM radius centered on 12°25.0'S., 130°52.5'E. to (e) 12°00.0'S., 129°24.5'; E; (f) 12°00.0'S., 130°28.0'E.	8
/R229	Melville Island	Gunnery	WPW NOTAM	(a) 10°10'S., 130°20'E. (b) 10°10'S., 131°30'E. (c) 10°40'S., 131°30'E. (d) 10°40'S., 130°20'E.	8
	Cartier Island	Bombing	WPW NOTAM	A circle of 6 NM radius centered on 12°32.0'S., 123°32.5'E.	9

(Aus Ann 1991)

18/91

SAILING DIRECTIONS

PUB 170 (Continued)

Page 374—Table/Replace with below:

RESTRICTED AND DANGER AREAS WITH ASSOCIATED AIRSPACE WESTERN AUSTRALIA

Area	Name	Nature of Activity	Times of Use	Area limits bounded by lines joining positions stated, unless otherwise indicated.	Chartlet No.
AP/R110	Learmonth	Bombing	WPW NOTAM	A circle of 20 NM radius centered on 22°27'S., 113°49'E.	9
AP/R111	Learmonth	Air Firing	WPW NOTAM	(a) 20°36'S., 113°05'E. (b) 21°03'S., 113°50'E. (c) 22°27'S., 112°52'E. (d) 22°00'S., 112°07'E.	9
	Greenough	Firing	HJWPW NOTAM	(a) 28°57.8'S., 114°43.3'E. along the coastline to (b) 28°58.2'S., 114°43.6'E. (c) 28°58.5'S., 114°43.3'E. (d) 28°58.2'S., 114°42.9'E., thence to (a)	10
AD/R129	Lancelin	Military flying	NOTAM	(a) 30°00.0'S., 114°30.0'E. (b) 30°14.0'S., 114°59.0'E. thence one nautical mile to seaward of the coastline to (c) 30°39.0'S., 115°08.0'E. (d) 30°41.0'S., 115°27.0'E. (e) 30°45.5'S., 115°17.5'E. (f) 30°54.0'S., 114°56.0'E.	10
	Flat Rock	Air to surface weapons firing		A circle of radius 2.4NM centered on 30°45.7'S., 115°09.8'E.	10
AP/R133	Lancelin	Military flying	NOTAM	(a) 30°00'S., 113°00'E. (b) 30°00'S., 114°30'E. (c) 32°00'S., 114°30'E. (d) 32°00'S., 113°00'E.	10
	Swan-bourne	Firing	HJWPW NOTAM	(a) 31°57.1'S., 115°45.1'E. along the coastline to (b) 31°58.4'S., 115°45.2'E. (c) 31°59.0'S., 115°44.5'E. (d) 31°59.0'S., 115°43.3'E. (e) 31°56.7'S., 115°43.3'E. (f) 31°56.7'S., 115°44.6'E., thence to (a).	10
AP/R135	Monte Bello Islands	Test area	H24	Monte Bello Islands and their territorial waters situated in the Indian Ocean.	
AP/R140	Garden Island	Explosive Demolition Depot	H24	Divided into two areas as follows: R140A- A circle of 1.2 NM radius centered on 32°10.6'S., 115°40.3'E.	10
			NOTAM	R140B- A circle of 1.2 NM radius centered on 32°10.6'S., 115°40.3'E.	
AP/R153A	Lancelin	Weapons range	WPW NOTAM	(a) 30°45.5'S., 115°17.5'E. (b) 30°55.0'S., 115°24.0'E. (c) 31°07.5'S., 115°05.0'E. (d) 30°54.0'S., 114°56.0'E.	10
AP/R164	Cockburn	Naval Gunnery	WPW NOTAM	R164A— 31°39.9'S., 115°02.2'E; 31°38.9'S., 113°41.2'E., thence along a minor arc of a circle of 120 NM radius centered on Pearce Tacan (31°40.5'S., 116°01.0'E.) to 30°48.7'S., 113°55.5'E; 31°18.8'S., 115°07.9'E., thence along a minor arc of a circle of 50 NM radius centered on Pearce Tacan to 31°39.9'S., 115°02.2'E.	10

RESTRICTED AND DANGER AREAS WITH ASSOCIATED AIRSPACE
WESTERN AUSTRALIA

	Name	Nature of Activity	Times of Use	Area limits bounded by lines joining positions stated, unless otherwise indicated.	Chartlet No.
164			WPW NOTAM	R164B— 32°13.5'S., 114°35.2'E.; 32°29.6'S. 113°52.9'E., thence along a minor arc of a circle of 120NM radius centered on Pearce Tacan (31°40.5'S., 116°01.0'E.) to 31°38.9'S., 113°41.2'E.; 31°39.6'S., 114°27.1'E., thence along a minor arc of a circle of 80NM radius centered on Pearce Tacan to 32°13.5'S., 114°35.3'E.	10
			WPW NOTAM	R164C—31°57.0'S., 115°18.1'E.; 32°13.5'S., 114°35.3'E., thence along a minor arc of a circle of 80NM radius centered on Pearce Tacan (31°40.5'S., 116°01.0'E.) to 31°39.6'S., 114°27.1'E.; 31°40.0'S., 115°13.8'E., thence along a minor arc of a circle of 40NM radius centered on Pearce Tacan to 31°57.0S., 115°18.1'E.	10
			WPW NOTAM	R164D— 32°45.6'S., 115°06.4'E.; 33°18.0'S., 114°38.9'E., thence along a minor arc of a circle of 120NM radius centered on Pearce Tacan (31°40.5'S., 116°01.0'E.) to 32°29.6'S., 113°53.0'E.; 32°13.5'S., 114°35.3'E., thence along a minor arc of a circle of 80NM radius centered on Pearce Tacan to 32°45.6'S., 115°06.4'E.	10
			WPW NOTAM	R164E— 32°13.0'S., 115°33.7'E.; 32°45.6'S., 115°05.4'E., thence along a minor arc of a circle of 80NM radius centered on Pearce Tacan (31°40.5'S. 116°01,0'E.) to 32°13.5'S., 114°35.3'E.; 31°57.0'S., 115°18.1'E., thence along a minor arc of a circle of 40 NM radius centered on Pearce Tacan to 32°13.0'S., 115°33.7'E.	10
			WPW NOTAM	R164F— 32°52.7'S., 115°20.7'E.; 33°28.8'S., 115°00.2'E., thence along a minor arc of a circle of 120NM radius centered on Pearce Tacan (31°40.5'S., 116°01.0'E.) to 33°18.0'S., 114°38.9'E.; 32°45.6'S., 115°06.4'E., thence along a minor arc of a circle of 80NM radius centered on Pearce Tacan to 32°52.7'S., 115°20.7'E.	10
			WPW NOTAM	R164G— 32°25.5'S., 115°35.9'E.; 32°52.7'S., 115°20.7'E., thence along a minor arc of a circle of 80NM radius centered on Pearce Tacan (31°40.5'S., 116°01.0'E.) to 32°45.6'S., 115°06.4'E.; 32°13.0'S., 115°33.7'E.; 32°25.5'S., 115°35.9'E.	10
82	Lancelin	Naval explosives demolition	WPW NOTAM	A circle of radius 1.5NM centered on 30°52.9'S., 115°16.2'E.	10

PUB 170 (Continued)

PAGE 375—Table/Replace with below:

RESTRICTED AND DANGER AREAS WITH ASSOCIATED AIRSPACE
SOUTH AUSTRALIA

Area	Name	Nature of Activity	Times of Use	Area limits bounded by lines joining positions stated, unless otherwise indicated.	Chartlet No.
AA/R252	Alamein	Firing	WPW NOTAM	(a) 32°40.5'S., 137°37.5'E. (b) 32°40.5'S., 137°47.5'E. (c) 32°47.0'S., 137°51.0'E. (d) 32°55.0'S., 137°51.0'E. (e) 32°59.0'S., 137°47.5'E. (f) 32°59.0'S., 137°43.0'E. thence along the coastline to (g) 32°57.0'S., 137°39.5'E. (h) 32°55.0'S., 137°37.5'E., thence to (a)	11
AA/R254	North North East Rocks	Bombing	WPW NOTAM	(a) 35°07.0'S., 136°37.6'E. (b) 35°07.0'S., 137°21.7'E. thence the major arc of a circle of 7 NM radius centered on 35°04.5'S., 136°29.7'E.	11
AA/R282	Port Wakefield	Proof firing range		Divide into five areas as follows:	11
			H24 NOTAM	R282A (a) 34°13.5'S., 138°08.5'E. (b) 34°13.5'S., 138°12.0'E. thence SE along Highway 1 (Port Wakefield Road) to (c) 34°20.0'S., 138°16.3'E. (d) 34°25.3'S., 138°16.1'E. (e) 34°27.3'S., 138°13.5'E. (f) 34°27.1'S., 138°08.5'E.	
			WPW NOTAM	R282B (a) 34°27.1'S., 138°08.5'E. (b) 34°27.3'S., 138°13.5'E. (c) 34°25.8'S., 138°15.5'E. (c) 34°29.5'S., 138°16.5'E. (e) 34°29.5'S., 138°08.5'E.	
			WPW NOTAM	R282C (a) 34°29.5'S., 138°08.5'E. (b) 34°34.0'S., 138°08.5'E. (c) 34°34.0'S., 138°18.0'E. (d) 34°29.5'S., 138°16.5'E.	
			WPW NOTAM	R282D (a) 34°13.5'S., 138°03.5'E. (b) 34°24.0'S., 138°03.5'E. (c) 34°24.0'S., 138°08.5'E. (d) 34°13.5'S., 138°08.5'E.	
			WPW NOTAM	R282E (a) 34°34.0'S., 138°08.5'E. (b) 34°24.0'S., 138°08.5'E. (c) 34°24.0'S., 138°03.5'E. (d) 34°13.5'S., 138°03.5'E. (e) 34°13.5'S., 138°12.0'E. (f) 34°09.0'S., 138°05.0'E. (g) 34°15.0'S., 137°54.0'E. (h) 34°34.0'S., 138°06.5'E.	
AAR296	Kangaroo South	Radar tracking, surface and air firing	WPW NOTAM	Divided into two areas as follows: R296A (a) 36°10.0'S., 138°00.0'E. (b) 36°40.0'S., 138°49.0'E. (c) 37°00.0'S., 138°31.0'E. (d) 36°30.0'S., 137°42.0'E.	11
				R296B (a) 36°30.0'S., 137°42.0'E. (b) 37°00.0'S., 138°31.0'E. (c) 37°20.5'S., 138°12.0'E. (d) 36°50.0'S., 137°23.0'E.	

(Aus Ann 1991)

18/91

SAILING DIRECTIONS

Page 375—Lines 6-7/L; read:
issued by the MRCC (Australian Maritime Rescue Coordination Center) through the MCS (Australian
(Aus Ann 1991) 18/91

Page 376/strike out.
Replace with new page 376 from back of Section I.
(Aus Ann 1991) 18/91

Page 377/strike out.
Replace with new page 377 from back of Section I.
(Aus Ann 1991) 18/91

Page 378—Graphic/strike out.
(Aus Ann 1991) 18/91

Page 379/strike out.
Replace with new page 379 from back of Section I.
(Aus Ann 1991) 18/91

Page 380/strike out.
Replace with new page 380 from back of Section I.
(Aus Ann 1991) 18/91

Page 443—Lines 8-10/L; read:
(SP) is sent to the Australian Maritime Rescue Coordination Center (MRCC) where a computerized plot is maintained of the vessel's position. Position Reports (PR) are sent each day at the time that
(Aus Ann 1991) 18/91

Page 444—Line 8/L; read:
ing the area, a SP report is sent to the MRCC.
(Aus Ann 1991) 18/91

Page 444—Line 12/L; read:
ter will send a daily position report to the MRCC.
(Aus Ann 1991) 18/91

Page 444—Lines 21-25/L; read:
Masters should be aware that if a vessel lodges an SP prior to entering the AUSREP area, active SAR watch on that vessel **will not commence** until a report is received by the MRCC indicating the vessel has entered the AUSREP area.
(Aus Ann 1991) 18/91

Page 444—Lines 49-54/L; read:
sent to the MRCC. The first PR is required within 24 hours of the SP and subsequently daily thereafter. These reports must be sent at the nominated daily reporting time, including the day of arrival in, or departure from, the AUSREP area. The information contained in the PR is used to update the plot in the MRCC, and the PR must reflect the position, course and speed of the ship at the time of the report. If it is found necessary
(Aus Ann 1991) 18/91

Page 444—Line 34/R; read:
pilotage grounds, an FR is sent to the MRCC.
(Aus Ann 1991) 18/91

Page 445—Lines 3-5/L; read:
telephone call or telex may be used when making an AUSREP or SAR report. Direct reports by INMARSAT are accepted at the sender's expense.
(Aus Ann 1991) 18/91

Page 445—Line 7/L; read:
from the ship to the MRCC to avoid delays associ-
(Aus Ann 1991) 18/91

Page 445—Lines 9-19/L; read:

Signal address:	MRCC AUSTRALIA
Telephone:	Canberra (06) 279 5912/13/14
Telex:	62349. Answer back MRCCAUS AA62349
Facsimile:	Canberra (06) 257 2036.

When at sea.— All reports are addressed MRCC AUSTRALIA, and may be sent free of charge through any Australian MCS (Maritime Communication Station controlled by the Overseas Telecommunication Commission (OTC). Direct reports via INMARSAT are accepted at the sender's expense, unless routed via Perth CES. All reports sent by voice (RTF) should include the mandatory components including the identifying letter.

(Aus Ann 1991) 18/91

Page 445—Lines 43-47/L; read:

Broadcast of ships call sign (with JJJ/REPORT IMMEDIATE indicator*) will precede traffic lists indicating concern due to non receipt of PR/FR. An ALL STATION CQ inquiry may be initiated.

*Note: This signal consists of the vessel's call sign followed by JJJ (RTG) OR REPORT IMMEDIATE (RTF). Any sighting of, or communication with this vessel by any other vessel, should be reported immediately to the CRS/MCS stating time of contact, position, and estimated course and speed of the vessel overdue for report.

(Aus Ann 1991) 18/91

Page 445—Lines 1-23/R; read:

The JJJ/REPORT IMMEDIATE broadcast may be upgraded to the Urgency Signal XXX/PAN indicator. Search planning will be in progress and details included in Navarea X and Facsimile Weather Broadcasts via AXM and AXI.

6. By the time the report is 24 hours overdue, positive action will have been initiated. This action can include the launching of search aircraft where possible. However, due to aircraft range limitations, the resources available for an aircraft search decrease with distance from an Australian base. The carriage of EPIRBs, which are detectable by the COSPAS/SARSAT system, is therefore encouraged.

(Aus Ann 1991) 18/91

Page 445—Lines 54-56/R; read:

Center, Australian Maritime Safety Authority, PO Box 594, Canberra ACT 2601.

(Aus Ann 1991) 18/91

Page 446—Graphic/strike out.

Replace with new graphic from back of Section I.

(Aus Ann 1991) 18/91

(DMAHTC/MCNN) 43/90

Page 173—Line 25/L; insert after:

Areas to be Avoided.— Two IMO-Adopted Areas to be avoided have been established within the Seychelles group, E and W of Mahe Island, and may best be seen on the appropriate chart. Vessels greater than 200 grt should avoid entering the Seychelles Bank area, which includes the waters between the Areas to be Avoided, and the approach routes to Port Victoria, as the area has not been surveyed to modern standards, and uncharted dangers may exist. Vessels should navigate with caution.

Vessels should note that the charted boundaries of the Port Victoria approach routes are not affected by the Areas to be Avoided, although they overlap in several locations.

(US NM 40/89) 45/90

Page 174—Line 15/L; read:

thick brush, except at the northern end, from which a sand spit extends for about 300 yards. There is an airstrip on the SE side of

(Fr SD L9) 45/90

Page 174—Line 19/L; read:

10m (18 to 32 $\frac{3}{4}$ ft.), at a distance of $\frac{1}{2}$ to 1 $\frac{1}{2}$ milesW

(Fr SD L9) 45/90

Page 174—Lines 27-28/L; read:

Island. The lighthouse may be hidden by trees.

(Fr SD L9) 45/90

Page 176—Line 14/L; insert after:

It was reported (1990) that the light structure on Sainte Anne Island was obscured by foliage and not visible in daylight.

(USS Vincennes) 46/90

Page 176—Line 29/R; insert after:

Directions.—To reach the inner harbor from the anchorages follow a 264° leading line. The leading line is formed by two red light beacons; one at the edge of the land N of the Victoria Jetty (Jetee Victoria), the other on the coastal reef. After having taken a bearing of 192° on the Victoria Lighthouse, steer a SW course and follow the channel marked on each side by buoys on the edges of the reefs.

(Fr NM 30/89) 46/90

Page 176—Line 49/R; insert after:

Because of the limited number of berths at Victoria, and in the absence of request for official exemption, the following berthing priorities will be observed:

1. Scheduled cruise ships carrying more than 50 passengers will have a berthing priority for a period of 24 hours at most. Any ship occupying the berth must change position and make way for the higher priority vessel.

2. Vessels having to unload petroleum products will be berthed (according to their order of arrival) at Berth 1, as soon as this berth becomes free.

3. Container or Ro/Ro vessel, according to how much unloading can be accomplished within a single working day, and if their advance notices of arrival have been received 10 days previously.

4. The preceding vessels which have not kept to their advance notices of ETA will not be given priority and must wait for an available berth.

5. Those vessels whose length of time for loading and unloading is estimated to be more than one day.

6. Foreign vessels to be loaded with, or unloaded of, diverse cargos or cement, in order of arrival.

7. Foreign vessels (except fishing vessels) coming to fill up (with water or fuel).

8. Fishing vessels coming to fill up, according to whether request has been made 48 hours previously.
9. Inter-island vessels, for loading or unloading freight.
10. Inter-island vessels coming to fill up.
11. Warships or other non-commercial vessels.
46/90
(Fr SD L9)

Page 177—Linesa 12-14/L; read:
(B) 254°, distance 1,600m (1,750 yds.) in depths of 19m (62 $\frac{1}{3}$ ft.).
(C) 228°, distance 600m (655 yds.) in depths of 23.8m (78 ft.).
(Fr SD L9, BA NP39) 46/90

Page 177—Line 30/L; insert after:
Directions.—See the "General Remarks" topic at the beginning of the Sector for information on approach routes to the port.
(DMAHTC/MCNN) 46/90

Page 180—Line 18/L; read:
8.17 Coetivy Island (7°06'S., 56°16'E.) about
90
(US Chart 61036, Fr SD L9) 46/90

Page 180—Line 23/L; read:
Coetivy Island is covered with coco-
(Fr SD L9) 46/90

Page 180—Line 31/L; read:
of Coetivy Island, but it is not visible when ap-
(DMAHTC/MCNN) 46/90

Page 180—Line 36/L; read:
Coetivy Island. Excellent shelter from the SE trade
(DMAHTC/MCNN) 46/90

Page 180—Line 47/L; read:
of Coetivy Island. It extends about 30 miles E and 25
(DMAHTC/MCNN) 46/90

Page 181/Graphic:
For "Coetiyy" change to read "Coetivy."
(DMAHTC/MCNN) 46/90

anchorage by vessels prior to entering Port de la Pointe de Galets (Port Ouest). Vessels are informed when they can enter port by the Harbormaster's Office (VHF Channel 16).
(Fr NM 25/89) 46/90

PUB 171 5 Ed 1990 LAST NM 46/90

Page 196—Line 51/L: insert after:
A mooring buoy is anchored about 1,370 yards W of the lighthouse.
(Fr NM 17/90) 47/90

Page 196—Lines 3-6/R; read:
mended in position NNW of the signal mast.

PORT DE LA POINTE DES GALETS (20°55'S., 55°18'E.)
(Fr NM 25/89) 47/90

Page 196—Lines 8-30/R; read:
Port de la Pointe des Galets is comprised of both a Port Ouest (West Basin), which is about $\frac{3}{4}$ mile S of Pointe de Galets, and a Port Est (East Basin), which is in the Baie de la Possession.
Port Ouest is further subdivided into a North and a South Basin.
Currents.— Generally, on the approaches to Reunion, the current flows W when N of the island. W of the island the current is extremely variable. Offshore, about 3 miles from Pointe des Galets, the current sometimes reaches 3 knots. Nearer the coast it flows most often to the N at a speed not in excess of $\frac{3}{4}$ knot.
There is a cross current in the entrance passes; in front of Port Ouest it flows most often N but sometimes S. Its average speed is 1 knot but can be as fast as 2 knots. In front of Port Est it flows W, and its speed does not exceed 1 knot.
(Fr NM 25/89, SD L9) 47/90

Page 196—Line 46-53/R; read:

Depths-Limitations.— Port Ouest can accommodate ships of 14,000 dwt, with a maximum length of 175m (574 ft.) and drafts up to 9m (29 $\frac{1}{2}$ ft.). The North Basin of Port Ouest can accommodate vessels up to 160m (525 ft.) long with drafts up to 8.5m (27 $\frac{3}{4}$ ft.).

The channel to Port Ouest is dredged to 10m (32 $\frac{3}{4}$ ft.) over a useful width of 70m (230 ft.). Lights in line, 102 $\frac{1}{2}$°, lead through this channel, the edges of which are marked by buoys.

Port Est can accommodate ships of 30,000 dwt, with a maximum length of 215m (705 ft.) and drafts of up to 12m (39 $\frac{1}{3}$ ft.).

The channel to Port Est is dredged to a depth of 13.1m (43 ft.) over a width of 130m (426 ft.). The W arm of the basin is dredged to 12.8m (42 ft.). Lights in line, 162°, lead through the channel.

Landmarks.—The entrance to Port Ouest is protected by two jetties, the ends of which are each equipped with a light. The main lighthouse is located on top of a cement silo; the large towers of which constitute a good landmark. The OMEGA station tower, with its red and white bands, 2 miles S of the harbor, serves as a good landmark. It displays aerial obstruction lights which are occasionaly visible from a distance of 28 miles.

Pilotage.— Pilotage is compulsory for all vessels over 50m (164 ft.) long. Pilots should be requested at least 12 hours in advance. The pilot boards ship 1 to 2 miles off the port on the respective leading lines of the entrance of either of the harbors. The pilot vessel is equipped with VHF. Vessel movements occur from 0400 to 1900 or to 1930 for those exiting. Vessels are responsible for establishing VHF contact with the Harbormaster's office when in range.

Directions-Regulations.— The best maneuvering conditions are met at dawn or in the evening because of the calm usually prevalent at these hours.

When entering, large vessels must take into account the cross current, the direction and speed of which are difficult to predict. At times vessels may find their bow in calm water while the stern is still subject to strong current.

(Fr NM 25/89, SD L9, Guide to Port Entry 1989/90) 47/90

Page 197—Lines 1-35/L; strike out.
(DMAHTC/MCNN) 47/90

Page 197—Line 45/L; read:
chorage 800 yards SW of the entrance to Port Ouest, in
(DMAHTC/MCNN) 47/90

Page 197—Lines 50-52/L; read:
located 1 mile N of the entrance to Port Ouest. This low point forms the NW extremity of an arid plain; Port de la Point des Galets is situated on the edge of this
(DMAHTC/MCNN) 47/90

Page 197—Lines 1-27/R; read:
9.11 From Cap de la Possession (20°55'S., 55°21'E.) to
(DMAHTC/MCNN) 47/90

Page 213—Line 9/L; read:
summit. A lookout station on the summit forms a remarkable landmark.
(Fr SD L9) 47/90

Page 215—Lines 23-24/L; read:
off Mutsamudu is approached with the lookout station light tower 102°. Vessels anchor with the range beacons in
(BA NP39) 47/90

Page 220—Line 13/L; read:
the reef about 250 yards S of Ile Glorieuse. A radar conspicuous piling stands on this rock. Roches
(Fr SDL9) 47/90

Page 224—Lines 28-30/R; read:
14m (45 $\frac{3}{4}$ ft.) over it, lies close S of the approach to Passe d'Orangea, 2 miles ESE of Cap Mine. Banc du Nord-Est, with depths of less than 10m (32 $\frac{3}{4}$ ft.), lies 1 $\frac{3}{4}$
(Fr NM16/90) 47/90

Page 243—Lines 29-36/L; read:

Pilots.—Pilotage is compulsory and is available 0600-1600 local time. Send ETA to agent who informs pilots and port of requirements, message to contain information on cargo to be worked. Messages can be sent through Toamasina (5RS). Pilot boards larger vessels in the Grande Passe de l'Est on the leading line 277° about 3 $\frac{1}{3}$ miles SSE of Ile aux Prunes.

(BA RA Vol. 6) 47/90

PUB 171 5 Ed 1990 LAST NM 47/90

Page 243—Lines 7-8/R; read:

When N or S of the leading line, the rear beacon is hidden by vegetation.

(Fr NM52/89) 48/90

Page 249—Line 32/L; read:

Faradofay (Fort Dauphin) (Tolagnaro) (Tolanaro) (25°02'S., 47°00'E.) (World

(US61522, Fr SDL9) 48/90

Page 249—Line 37/L; read:

the E coast of Madagascar. The current off Faradofay

(DMAHTC/MCNN) 48/90

Page 249—Line 43/L; read:

extending N from Faradofay.

(DMAHTC/MCNN) 48/90

Page 249—Line 51/L; read:

Vessels approaching Faradofay from S must take

(DMAHTC/MCNN) 48/90

Page 249—Line 1/R; read:

on which Faradofay stands, as in thick weather, a

(DMAHTC/MCNN) 48/90

Page 261—Line 23/L; insert after:

The berth is understood to be suitable for vessels up to 6,000 dwt.

Tankers with cargo for the oil terminal, but which are too large to moor off the terminal, anchor S of Pointe a la Fievre in depths of 14m (46 ft.) to transfer cargo to smaller vessels. Anchorage is suitable for vessels of maximum length of 200m (656 ft.) and maximum draft of 12m (39 $\frac{1}{3}$ ft.); larger vessels anchor in any convenient sheltered area.

(BA NP39) 48/90

Page 261—Lines 20-22/R; read:

tween Nosy Komba and Nosy Be, is the normal daytime route for ships coming from the N and heading to Hellville. The least depth in the passage is 8.4m (27 $\frac{1}{2}$ ft.); the buoyage allows large vessels to take it at the beginning of high water. The buoyage has been reported as unreliable.

(Fr SDL9) 48/90

Page 281—Line 22/R; read:

Pilotage.—If requested at least 12 hours in advance by radio, the

(BA NP39) 48/90

Page 281—Line 54/R; read:

11.31 Currents.— Between Baie de Bombetoka and Cap Amparafaka the current sets generally W to SSW in calm weather; with a light WNW to NW breeze it has a rate from $\frac{1}{4}$ to $\frac{1}{2}$ knot. With a WSW breeze the current turns toward S but is very weak.

There is said to be a set to seaward during a falling tide.

Baie Boina, about 14 miles WSW of Pointe

(BA NP39) 48/90

Page 291—Lines 22-23/R; read:

at its extremity. There is a partially destroyed wharf, marked by a white mast, 400 yards NW of the beacon.

(Fr SDL9) 48/90

Page 292—Line 9/R; read:

39°41'E.) is a coral atoll about 6 miles in diameter, enclosing a

(US 61450) 48/90

PUB 171 *(continued)*

Page 294—Line 44/R; read:
lies almost a mile WSW of the flagmast. From Passe du Nord only the lantern of the light tower can be seen above the trees.
(BA NP39) 48/90

Page 372—Line 8/L; strike out:
(DMAHTC/MCNN) 48/90

Page 372—Line 12/L; strike out:
(DMAHTC/MCNN) 48/90

PUB 171 5 Ed 1990 LAST NM 48/90

Page 199—Graphic/Change title:

PORT DE LA POINTE DES GALETS
(PORT EST)
(Fr NM 25/89) 49/90

PUB 171 5 Ed 1990 LAST NM 49/90

Page 20—Line 16/R; insert after:
A lighted offshore platform lies about 34 miles SSE of Cape Vacon in position 34°58'14.4"S., 22°10'13.2"E. Two submarine gas pipelines extend from the platform to a point on shore in Visbaai, about 5 miles NNE of Flesh Point.
(11(59)90 Cape Town) 6/91

Page 41—Line 37/R; insert after:
Caution.— A dangerous submerged wreck lies about 7 miles ESE from the light.
(50(3587)90 Taunton) 6/91

Page 72—Lines 8-10/L; read:
and Banco Levin.
(2(162)90 Taunton) 6/91

Page 79—Line 15/L; read:
clear for vessels berthing. A mooring buoy lies close S of the wharf.
(2(162)90 Taunton) 6/91

Page 119—Line 40/R; read:
of Wright Rock. A dangerous wreck lies between Wright Rock and the 4.3m (14 ft.) patch.
(US NM 50/90) 6/91

PUB 171 5 Ed 1990 LAST NM 6/91

Page 46—Line 55/L; read:
on a sandhill about 800 yards SW of Cabo da Inhaca; it has been reported (1991) that haze during the day obscures the visibility of the light structure. A
(DMAHTC Ship Visit Report NO 54-91) 15/91

Page 48—Line 20/R; insert after:
Caution is necessary, as it has been reported (1991) that the Macoma lightstructure is no longer visible.
(DMAHTC Ship Visit Report NO 54-91) 15/91

Page 49—Line 3/R; read:
marked by a light reported (1991) to be obscured by trees, and Ponta Padjini, 26 miles ENE,
(DMAHTC Ship Visit Report NO 54-91) 15/91

PUB 172 5 Ed 1990 NEW EDITION

(DMAHTC/MCNN) 38/90

Pages 3-330/strike out:
Line numbers
(DMAHTC/MCNN) 38/90

Page 173—Graphic/strike out.
Replace with new graphic from back of Section 1.
(DMAHTC/MCNN) 38/90

Page 181—Graphic/strike out.
Replace with new graphic from back of Section 1.
(DMAHTC/MCNN) 38/90

Page 184—Graphic/strike out.
Replace with new graphic from back of Section 1.
(DMAHTC/MCNN) 38/90

Page 273—Graphic/add caption:
RAS ABU ABBUD POWER STATION
(DMAHTC/MCNN) 38/90

Page 99—Lines 21-25/R; read:

SOUTHERN APPROACH	
S. Pilot Sta., N-bound	23°26.6'N., 38°27.8'E.
S. Pilot Sta., S-bound	23°26.8'N., 38°26.2'E.
S-1, N-bound	23°34.1'N., 38°30.0'E.
S-1, S-bound	23°36.1'N., 38°28.1'E.
S-2, N-bound	23°46.1'N., 38°24.1'E.
S-2, S-bound	23°46.0'N., 38°22.9'E.
CZS (N and S-bound)	23°52.0'N., 38°16.8'E.

(DMAHTC/MCNN) 42/90

Page 101—Lines 39-40/L; read:

Pilotage is compulsory and is available 24 hours. Send ETA 5 days, 48 and 24 hours in advance. Pilot boards in the approach channel, about $\frac{1}{2}$ mile N of light buoy no. 15 in position 22°45.1'N., 38°55.8'E. The pilot vessel is equipped with VHF but communications should be through Port Control.

(DMAHTC/MCNN) 42/90

Page 125—Lines 16-19/R; read:

Pilotage is available daylight only. Send ETA 72, 48 and 24 hours in advance through Ahmadi (Hudaydah). Messages should contain the following: dwt, grt, nrt, LOA, draft and cargo tonnage. Vessels should maintain a listening watch on Channel 16 after arrival at the port. Pilot boards in the anchorage area.

(DMAHTC/MCNN) 42/90

Page 129—Lines 35-36/L; read:

Pilotage is compulsory. Send ETA 72, 48 and 24 hours in advance through Ahmadi (Hudaydah). Messages should contain the following information; ETA, dwt, grt, nrt, LOA, draft, quantity of cargo and distribution. Pilot boards at the Fairway light buoy.

(DMAHTC/MCNN) 42/90

Page 196—Line 40/R; read:

A light, from which a racon transmits, is shown from a summit about 200 yards S of Ras Masqat.

(DMAHTC/MCNN) 42/90

Page 197—Lines 5-7/L; strike out.

(DMAHTC/MCNN) 42/90

Page 197—Lines 46-48/R; read:

vessels up to 230,000 dwt with a maximum draft of 19.5m (64 ft.); Berth No. 2 will accept vessels up to 550,000 dwt with a maximum draft of 29.3m (96 ft.), and Berth No. 3 will accept vessels up to 100,000 dwt with a maximum draft of 14m (46 ft.).

(DMAHTC/MCNN) 42/90

Page 200—Lines 22-25/L; read:

depth of 12.5m (41 ft.). There is 780m (2,559 ft.) of quayage, comprising Berths 1,2,3, and 4, with alongside depths of 11 to 12.5m (36 to 41 ft.) alongside, for vessels up to 50,000 dwt. In the S part of the harbor is

(DMAHTC/MCNN) 42/90

Page 200—Line 20/R; read:

allels 25°06.5'N. and 25°09.5'N., unless authorized

(DMAHTC/MCNN) 42/90

Page 200—Line 25/R; insert after:

Caution.—A submarine pipeline extends almost 450 yards seaward from a position on shore (25°18'N., 56°24.4'E.). A suction head rises to within 2.5m ($8\frac{1}{4}$ ft.) of the sea surface.

(DMAHTC/MCNN) 42/90

Page 213—Line 41/L; read:

knowledge is necessary. A lighted buoy, whose position was reported (1989) to be unreliable, marks the

(DMAHTC/MCNN) 42/90

Page 229—Line 32/L; read:

Musa. The bank is marked on its E side by a light float.

(DMAHTC/MCNN) 42/90

Page 229—Lines 13-15/R; read:

in the tanker anchorage 3 miles SSW of the Floating Oil Storage Vessel, helicopter boarding may be used. The Mooring Master remains on board until vessel's departure.

Send ETA 72, 24, 12

(DMAHTC/MCNN) 42/90

Page 230—Line 25/R; read:

(197 ft.), more than 1 $\frac{1}{2}$ miles E of Sirri Light. An

(DMAHTC/MCNN) 42/90

Page 230—Line 39/R; read:
ed (1988) to be out of operation.
(DMAHTC/MCNN) 42/90

Page 234—Lines 22-24/L; read:
The port is approached by a 4 mile long and 250m (820 ft.) wide access channel that has a least depth of 13.5m (44 $\frac{1}{4}$ ft.).
(DMAHTC/MCNN) 42/90

Page 242—Lines 37-38/L; read:
S of the terminal buoy, which is approximately 2 miles SE of the loading dock. No ship may enter the terminal port
(DMAHTC/MCNN) 42/90

Page 255—Line 22/L; read:
and several minarets. Berig al
(DMAHTC/MCNN) 42/90

Page 255—Lines 27-30/L; read:
variable. In 1983, the entrance channel was dredged to 7.2m (23 $\frac{1}{2}$ ft.) while the inner harbor was dredged to 5.0m (16 $\frac{1}{2}$ ft.). In 1989, shallow water was reported on the inside of the channel bends; a shoal patch of 4m (13 ft.) was found in the inner harbor.
The sea breaks heavily
(DMAHTC/MCNN) 42/90

Page 255—Line 32/R; add after:
A strong set, which flows SW on the flood and NW on the ebb, will normally be experienced at the harbor entrance.
(DMAHTC/MCNN) 42/90

Page 256—Line 45/R; read:
A conspicuous building stands about $\frac{1}{2}$ mile
(DMAHTC/MCNN) 42/90

Page 257—Line 32/L; read:
hill. Eight 40m (131 ft.) high smokestacks of a power station rise
(DMAHTC/MCNN) 42/90

Page 257—Line 11/R; insert after:
Early morning fog is likely from November to March.
(DMAHTC/MCNN) 42/90

Page 257—Lines 19-26/R; read:
harbor entrance.
The harbor is divided into two basins. The outer basin, comprising Berths 1 to 17, has been dredged to 14m (46 ft.); the inner basin, comprising Berths 18 to 66, have been dredged to 11.5m (37 $\frac{3}{4}$ ft.).
Tank and LPG vessels, with a maximum length of 230m (755 ft.) work
(DMAHTC/MCNN) 42/90

Page 259—Line 40/L; read:
NE; at the power station, a prominent line of numerous
(DMAHTC/MCNN) 42/90

Page 259—Lines 48-51/L; read:
Send ETA at Fairway buoy to Port Control 72, 48 and 24 hours in advance through Bahrain and confirm by VHF 6 hours in advance. Establish contact with Port Control 2 hours before ETA on Channel 16 and with Pilot Vessel when approaching port on Channel 67.
(DMAHTC/MCNN) 42/90

Page 259—Lines 1-7/R; read:
Anchorage.—Anchorage may be obtained, in a depth of about 18m (59 ft.) NE of Abu Dhabi Light Float.
(DMAHTC/MCNN) 42/90

Page 259—Lines 14-22/R; read:
E of Abu Dhabi Light Float, moored about 11 $\frac{1}{2}$ miles NW of the entrance to Mina Zayid. Then steer S towards the Fairway Light Buoy, in the vicinity of which the pilot will board, and follow the buoyed channel.
(DMAHTC/MCNN) 42/90

Page 259—Lines 26-30/R; strike out.
(DMAHTC/MCNN) 42/90

Page 260—Line 8/strike out.
(DMAHTC/MCNN) 42/90

Page 263—Line 34/R; insert after:
Prevailing winds are from the NW. Strong winds from this direction can blow for up to 3 days, raising waves of up to 4.5m (14$\frac{3}{4}$ ft.).
(DMAHTC/MCNN) 42/90

Page 263—Line 45/R; read:
80% of their capacity, although it has been reported (1990) that the largest vessel that can be accommodated is 280,000 dwt. The maximum draft allowed
(DMAHTC/MCNN) 42/90

Page 264—Lines 8-14/L; read:
Pilotage.— Pilotage is compulsory for all ships navigating within the port limits. The pilot normally boards between No 6 and Zaqqum Middle buoys, unless otherwise advised by VHF radio.
(DMAHTC/MCNN) 42/90

Page 264—Line 18/R; read:
by No. 1 to 6 light buoys. Maximum speed in this channel is 8 knots.
(DMAHTC/MCNN) 42/90

Page 265—Line 21/R; read:
charted depth of 14m (46 ft.). Maximum sailing draft should not exceed 14m (46 ft.), plus the height of the tide at transit minus the underkeel clearance.
(DMAHTC/MCNN) 42/90

Page 265—Lines 45-48/R; read
of 12.7m (41$\frac{1}{2}$ ft.) and can accommodate vessels between 118 and 280m (387 and 919 ft.) long. Berth C, with an alongside depth of 16.8m (55 ft.), can accommodate vessels between 180 and 295m (590 and 968 ft.) long. Coastal
(DMAHTC/MCNN) 42/90

Page 265—Lines 56-58/R; read:
of the LNG terminal. The berth comprises 512m (1,680 ft.) of quayage, with a maximum draft of 11m (36 ft.). The approach to the berth and the turning basin E of it were both dredged (1984) to a depth of 12m (39 ft.).

The Sulfur Jetty, constructed E of the Bulk Cargo Terminal, has 350m (1,148 ft.) of quayage extending to the SE. Vessels up to 25,000 dwt can use this berth.
(DMAHTC/MCNN) 42/90

Page 266—Line 48/R; read:
topic at the beginning of the sector. The prevailing winds are from the NW.
(DMAHTC/MCNN) 42/90

Page 267—Lines 8-9/L; read:
The SPM will accept vessels up to 410,000 dwt, with a maximum draft of 24m (78$\frac{3}{4}$ ft.).
(DMAHTC/MCNN) 42/90

Page 267—Lines 37-40/L; read:
Pilotage.— Pilotage is compulsory. The pilot will normally board about 2 miles ESE of Berth No. 2. Vessels arriving from the N may be boarded in a different position, as advised by VHF radio.
(DMAHTC/MCNN) 42/90

Page 271—Line 13/R; insert after:
The safe sailing draft is calculated as follows: 10.97m (36 ft.) plus the height of the tide in the channel, minus the underkeel clearance for the vessel.
(DMAHTC/MCNN) 42/90

Page 275—Line 4/R; read:
then steer to pass close S of Ad Dahwah Light
(DMAHTC/MCNN) 42/90

Page 275—Line 16/R; read:
pecially off its S side. Irregular soundings, wells, and de-
(DMAHTC/MCNN) 42/90

Page 282—Line 1/R; read:
Mahir, a fort with one large and three small towers, stands
(DMAHTC/MCNN) 42/90

Page 284—Line 21/L; read:
$\frac{1}{2}$ mile S of Sitrah Light Beacon.
(DMAHTC/MCNN) 42/90

Page 284—Lines 24-25/R; read:
A dangerous wreck, with a least depth of 15.6m (50 $\frac{3}{4}$ ft.), lies just inside the E limit of the anchorage.
(DMAHTC/MCNN) 42/90

Page 285—Lines 57-58/R; read:
Pilots.— There is no pilotage service.
(DMAHTC/MCNN) 42/90

Page 286—Lines 28-30/L; read:
and W of Bahrain Inner Light Buoy, lying 5 miles NW of the N extremity of Jazirat
(DMAHTC/MCNN) 42/90

Page 287—Line 30/L; insert after:
Unlit piles exist in the vicinity of the bridge.
(DMAHTC/MCNN) 42/90

Page 289—Lines 36-37/R; read:
knots. The flood current sets SE while the ebb current sets NW.
(DMAHTC/MCNN) 42/90

Page 292—Line 21-25/L; read:
to shore by a causeway. The pier consists of four berths. In 1988, there was a depth of 9.1m (30 ft.) alongside Berths 1, 2, and 3; there is a depth of 8.0 (26 $\frac{1}{4}$ ft.) alongside Berth 4. Range lights, shown about $\frac{1}{4}$ mile NNW of
(DMAHTC/MCNN) 42/90

Page 292—Lines 30-33/L; read:
causeway. Limiting drafts (1988) are as follows:

7	11.0m (36 ft.)
8	13.8m (45 $\frac{1}{4}$ ft.)
9	12.0m (39 $\frac{1}{4}$ ft.)
10	14.0m (46 ft.)
11	13.5m (44 $\frac{1}{4}$ ft.)

Bulk petro-
(DMAHTC/MCNN) 42/90

Page 292—Lines 45-48/L; read:
loading crude oil. The limiting length and tonnage at each berth is as follows:

Berth No.	LOA	Tonnage
12, 14	381m (1,250 ft.)	130,000 dwt
15	426m (1,398 ft.)	280,000 dwt
16	426m (1,398 ft.)	220,000 dwt
17	426m (1,398 ft.)	325,000 dwt
18	426m (1,398 ft.)	327,000 dwt
19,20	533m (1,750 ft.)	500,000 dwt

Loaded drafts are
(DMAHTC/MCNN) 42/90

Page 292—Lines 51-57/L; read:
ance required.
(DMAHTC/MCNN) 42/90

Page 292—Lines 1-2/R; strike out.
(DMAHTC/MCNN) 42/90

Page 293—Line 2/R; insert after:
The maximum arrival draft at the SPMs is 21.3m (69 $\frac{3}{4}$ ft.). There is no draft limitation when sailing.
(DMAHTC/MCNN) 42/90

Page 293—Line 23/R; insert after:
The maximum arrival draft at the loading platform is 16.3m (53 $\frac{1}{2}$ ft.). The maximum sailing draft is 23m (75 $\frac{1}{2}$ ft.).
(DMAHTC/MCNN) 42/90

Page 294—Line 53/L; read:
accept alongside drafts of 13.6m (44 ft.), although it has been reported (1989) that berth 9 can accept drafts of up to 11.4m (37 $\frac{1}{2}$ ft.) and berths 11 and 12 can accept drafts of up to 12.4m (40 $\frac{1}{2}$ ft.).

Berths
(DMAHTC/MCNN) 42/90

Page 294—Line 14/R; read:
ft.) (1982). Vessels up to 80,000 dwt can be berthed. West of the Petrochemical basin, another
(DMAHTC/CMNN) 42/90

Page 297—Lines 48-50/L; read:
Al Kumrah (28°21'N., 48°54'E.) is a detached shoal with a least depth of 0.9m (3 ft.) over it. A gas/oil separator installa-
(DMAHTC/MCNN) 42/90

Page 297—Lines 42-43/R; read:
ings able to accept vessels up to 243m (797 ft.) long and up to 100,000 dwt. Vessels usually moor on a NNW heading
(DMAHTC/MCNN) 42/90

Page 297—Lines 47-48/R; read:
will accommodate a draft of 15.3m (50 ft.). Berths 3 and 4, for vessels of 100,000 to 200,000 dwt, are Single Point Moorings (SPM), located
(DMAHTC/MCNN) 42/90

Page 299—Line 8/L; insert after:
A power station, with two prominent high chimneys, elevation 193m (633 ft.), stands close to the coast, about 3 $\frac{1}{4}$ miles SSW of Ras az Zawr.
(DMAHTC/MCNN) 42/90

Page 300—Lines 36-37/R; read:
is 18m (59 ft.); at Berth No. 18 the minimum water depth is 17.4m (57 ft.). The maximum loading draft is 16.3m (53 $\frac{1}{2}$ ft.).
(DMAHTC/MCNN) 42/90

Page 301—Line 36/L; read:
direction with a velocity of up to 2 knots at springs. The
(DMAHTC/MCNN) 42/90

Page 301—Line 44/L; read:
alongside ranges from 6.5 to 13m (21 $\frac{1}{2}$ to 42 ft.).
(DMAHTC/MCNN) 42/90

Page 301—Lines 1-3/R; read:
Berths No. 1 and 3, on the E side of the pier, have depths of 16.8m (55 ft.) alongside, and can accommodate vessels up to 100,000 grt. Berths No. 2 and 4, on the W side of the pier, have depths of 15m (49 ft.) alongside, and can accommodate vessels up to 45,000 grt.
(DMAHTC/MCNN) 42/90

Page 308—Lines 34-35/L; read:
Umm Qasr was reported (1990) to be available to vessels with a maximum draft of 9m (29 $\frac{1}{2}$ ft.). In 1989, berths were reported to
(DMAHTC/MCNN) 42/90

Page 308—Lines 27-32/R; read:
Khawr al Zubair (Khor al Zubair) (30°11'N., 47°54'E.), lies about 11 miles upriver from Umm Qasr. The ebb current, which runs strongly and causes considerable eddies, attains a rate of 3 knots alongside the berths.
The fairway from Umm Qasr to Khawr al Zubair is marked by six pairs of lighted buoys. It was reported (1990) that the fairway has a depth of 12m (39 $\frac{1}{4}$ ft.), but the maximum present acceptable draft for vessels entering the port is 10m (32 $\frac{3}{4}$ ft.).
(DMAHTC/MCNN) 42/90

Page 308—Lines 42-43/R; read:
Anchorage may be obtained off the quays, where the river is about 700 yards wide.
(DMAHTC/MCNN) 42/90

Page 314—Line 12/R; read:
16.1 to 18.3m (52 $\frac{3}{4}$ to 60 ft.) alongside the inner
(DMAHTC/MCNN) 42/90

Page 314—Lines 36-37/R; read:
There are depths of 31.4m (103 ft.) at No. 12 berth; 28.0m (92 ft.) at No. 14 berth; 32m (105
(DMAHTC/CMNN) 42/90

Page 321—Lines 18-27/L; read:
Anchorages.— A temporary anchorage area has been established (1990) bounded by a line joining the following positions:
a. 29°39'12"N., 48°54'16"E.;
b. 29°38'37"N., 48°53'14"E.;
c. 29°36'39"N., 48°54'44"E.; and
d. 29°37'08"N., 48°55'45"E.

Ships are not to anchor
(DMAHTC/MCNN) 42/90

Page 321—Lines 29-30/L; strike out.
(DMAHTC/MCNN) 42/90

Page 351—Line 24/R; read:
Khawr al Zubair.— 16.30
(DMAHTC/MCNN) 42/90

Page 195—Line 16/R; insert after:
Caution.— Fish Aggregation Devices (FADS), five in all, have been established off the Omani coast between the area of Daghmar and Jazirat Masqat. These FADS lie between 2 and $9\frac{1}{4}$ miles from the coast. They are marked by light buoys. Vessels are advised to use caution.
(Oman NM2/90) 49/90

PUB 172 5 Ed 1990 LAST NM 49/90

Page 26—Lines 4-8/L; read:
Depths-Limitations.— Berth 1 can receive tankers of up to 350.6m (1,150 ft.) in length and draft up to 19.5m (64 ft.). Berth 2 can receive tankers of up to 290m (951 ft.) in length and 17.07m (56 ft.) draft. Berth 3 has the same limitations as 2 but was reported (1988) to be discontinued.
(Eg NM 16/90, Fairplay WPD 1990, BA NP64) 50/90

PUB 172 5 Ed 1990 LAST NM 50/90

Page 128—Lines 54-56/R; read:
tance. Four tanks stand on Jazirat Ziadi.
(Fr SDL7, BA NP64) 3/91

Page 129—Lines 3-4/L; strike out.
(Fr SDL7, BA NP64) 3/91

PUB 172 5 Ed 1990 LAST NM 3/91

Page 100—Line 28/L; insert after:
Ras Mujiz (Ras Madjiz) Tanker Terminal, built in 1990, consists of two loading stations (Nos. 101 and 103). This terminal is located at the SE end of King Fahd Port.
(Fr NM 45/90) 4/91

Page 46—Line 12/R; insert after:
It has been reported (1990) that the range marker at the base of Dishet Abu Minqar is difficult to see. A vessel has approached the anchorage with the peak of Dishet Abu Minqar bearing 198°.
(USS Thomas S. Gates) 10/91

Page 99—Line 16/L; read:
harbor. It has been reported (1990) that the entrance channel and turning basin have been dredged to a depth of 14m (46 ft.).
(MCNN 1-1991) 10/91

Page 200—Line 22/R; insert after:
A coastal clear belt extending 4 miles from the coastline has been established in the waters of Fujayrah Emirate. Vessels should not anchor inside this coastal clear belt without permission. Vessels wishing to anchor within the waters of Fujayrah Emirate should contact Fujayrah Port Control on VHF Channel 16 for anchorage instructions.
(2(161 (T))91 Taunton) 10/91

Page 259—Line 47/L; insert after:
It was reported (Oct. 1990) that pilots board halfway down the channel in the vicinity of buoy Z11.
(USS Robert G. Bradley) 10/91

PUB 172 5 Ed 1990 LAST HM 10/91

Page 112—Line 52/L; read:
Al Baghlah (16°57'N., 41°21'E.), the north-
(US NM 44-88) 11/91

Page 112—Line 56/L; read:
of Al Baghlah. Close SE of Dhi Dahaya is anoth-
(US NM 44-88) 11/91

Page 354—Line 53/R; insert after:
BAGHLAH, AL 16 57N 41 21E 7.07
(US NM 44-88) 11/91

Page 365—Line 1/L; strike out.
(US NM 44-88) 11/91

Page 92—Lines 46-49/R; read:
Phosphate Berth A; length 200m (656 ft.); draft 9.1 (30 ft.).
Phosphate Berth B; length 220m (722 ft.); draft 14.4m (47 $\frac{1}{4}$ ft.).
(MCNN RS 007/91) 15/91

Page 93—Lines 35-39/L; read:
Aqaba Oil Terminal, about 8 $\frac{1}{2}$ miles SSW of the main port area, consists of a 362m (1,187 ft.) long ULCC. The maximum length of vessel that can be accommodated is 370m (1,214 ft.), with a maximum draft of 24m (78 $\frac{3}{4}$ ft.). A vessel should arrive fully inerted.
(MCNN RS 007/91) 15/91

Page 93—Lines 49-50/L; read:
length of 250m (853 ft.) and a maximum draft of 11.8m (38 $\frac{3}{4}$ ft.)
(MCNN RS 007/91) 15/91

Page 101—Lines 23-26/L; strike out.
(BA NP 286(2), Vol. 6, Part 2) 15/91

Page 101—Lines 30-31/L; strike out.
(DMAHTC/MCNN) 15/91

Page 4—Line 10/L; insert after:
Note.— It has been reported (1991) that the tidal buoys are no longer present in the canal.
(USS Leyte Gulf) 17/91

Page 4—Line 14/L; read:
markings are in Arabic numerals; however, it has been reported (1991) that all kilometer posts from Port Said High Light to the port of Suez are marked in English numerals.
(USS Leyte Gulf) 17/91

Page 4—Line 45/R; insert after:
Fog.—It has been reported (1991) that dense fog, sometimes limiting visibility to 100 yards, may be encountered while transiting the canal.
(USS Leyte Gulf) 17/91

Page 7—Line 39/L; read:
Caution.— It has been reported (1991) that the CORT is no longer in use.
(USS Leyte Gulf) 17/91

Page 33—Line 16/L; read:
tend S of the rocks. A stranded wreck lies close NW of Shag Rock.
(8(585)91 Taunton) 17/91

PUB 172 (continued)

Page 302—Line 14/R; read:
lies 1 $\frac{1}{2}$ miles SW of the Sea Island Terminal; a second dangerous wreck, which is unmarked, lies about 1 mile further SW.
(8(587)91 Taunton) 17/91

Page 307—Line 20/R; read:
Abd Allah. Numerous dangerous wrecks, shoals, and detached patch-
(8(589)91 Taunton) 17/91

Page 320—Lines 15-16/R; read:
nal.
In the entrance to Outer Bar Reach (further described in paragraph 17.13) an obstruction, with a swept depth of 9.1m (30 ft.) over it, lies about 1 mile NNW of the oil terminal; a dangerous wreck lies in an approximate position about 1 mile further NNW.
(8(590)91 Taunton; US CH 62434) 17/91

PUB 172 5 Ed 1990 LAST NM 17/91

Page 134—Line 12/R; insert after:
Caution.— A dangerous wreck lies about 3 $\frac{3}{4}$ miles S of Ras al Arah.
(7(655)91Taunton; US CH 62090) 18/91

Page 244—Line 22/L; insert after:
Caution.— A well, with a least depth of 0.5m (1 $\frac{1}{2}$ ft.) over it, has been reported (1991) to lie about 33 miles SW of Jabrin, in approximate position 27°23.8'N., 51°06.1'E.
(7(657)91 Taunton; US NM 15/91) 18/91

Page 292—Line 14/R; insert after:
A well, with a least depth of 0.5m (1 $\frac{1}{2}$ ft.) over it, has been reported (1991) to lie about 19 miles NE of Ras Tannurah Lightfloat, in approximate position 27°23.8'N., 51°06.1'E.
(7(657)91 Taunton; US NM 15/91) 18/91

PUB 172 5 Ed 1990 LAST NM 18/91

Page 58—Line 50/L; insert after:
Another dangerous wreck lies about 1,400 yards NNW of Wingate Reefs south light structure.
(12(889)91 Taunton) 22/91

Page 101—Line 5/R; read:
least reported (1990) depth of 11m (36 ft.) leads from seaward to
(12(890)91 Taunton) 22/91

PUB 172 5 Ed 1990 LAST NM 18/91

Page 39—Line 46/R; insert after:
Caution.— A cautionary area, the limits of which can best be seen on the chart, lies in the vicinity of Avocet Rock. Hazards to navigation including danger-

ous submerged rocks, pinnacles, and lesser depths than charted, have been reported within the area. Vessels are advised to transit the area only with extreme caution. Caution is also advised while navigating in the waters adjacent to the prescribed area.
(RS MCNM 1096/91) (23/91)

Page 200—Line 10/L; read:
FUJAYRAH HARBOR (25°10'N., 56°20'E.)
(USS Camden) (23/91)

PUB 172 5 Ed 1990 LAST NM 23/91

Page 269—Lines 21-23/L; read:
berth.
Caution.—The coastal bight between Jabal Barakah and Ras as Sila is imperfectly surveyed and foul. It is reported that abandoned oil well structures and pipes are located S of Webb Rock. Local knowledge is required to navigate in these areas.
(MCNN RS 013/91) 26/91

PUB 172 5 Ed 1991 LAST NM 23/91

Page 367—Line 77/L; read:
UMM AN NAR 24 27N 54 29E 15.09
(DMAHTC/MCNN) 27/91

PUB 172 5 Ed 1990 LAST NM 27/91

Page 257—Line 16/R; read:
Depths and limitations.— The approach channel, which varies in width from 235 to 340m (771 to 1,115 ft.),
(USNS Passumpsic) 35/91

Page 290—Line 29/L; read:
light beacon, is marked by a lighted buoy.
(US NM 5/91) 35/91

PUB 173 4 Ed 1989 NEW EDITION

(DMAHTC) 30/89

Page 171—Line 2/L; insert after:
CAUTION
Vessels are advised to be on the lookout for pirates, boarding or attempting to board at night, especially in the vicinity of the pilot boarding ground.
(DMAHTC/MCNN) 47/89

PUB 173 4 Ed 1989 LAST NM 47/89

Page 44—Line 20/R; read:
Jawaharlal Nehru Port (18°57'N., 72°57'E.) is a new
(DMAHTC/MCNN) 26/90

Page 182—Lines 7-54/R; read:
Puri (19°48'N., 85°50'E.), an open roadstead, stands on a low sandy ridge on the coast where large buildings stretch about 3 miles fronting the sea. Puri Light is shown from a white pedestal on the wall of a two story building. **Storm Signals**, using the brief system, are displayed at the flagstaff which stands 300 yards SW of the light structure. **Anchorage** can be obtained off the town, in fine weather, in depths of about 14m (46 ft.) with good holding ground. The soundings of depths should be continuous while an approach is made to the anchorage.
(DMAHTC/MCNN) 26/90

Page 183—Lines 1-3/L; strike out.
(DMAHTC/MCNN) 26/90

Page 183—Line 4/L; read:
6.19 Baleshwar Temple (19°50'N., 85°56'E.), a small
(DMAHTC/MCNN) 26/90

PUB 173 (continued)

Page 199—Line 20/R, read:
The petroleum facilities at Bui-Bui (Budge Budge)

JAWAHARLAL NEHRU PORT 18 57N 72 57E 2.18
(DMAHTC/MCNN) 26/90

Page 350—Line 47/L; strike out.
(DMAHTC/MCNN) 26/90

Page 352—Line 78/R; read:
PURI 19 48N 85 50E 6.18
(DMAHTC/MCNN) 26/90

PUB 173 4 Ed 1989 LAST NM 30/89

Page 98—Lines 55-56/R; read:
by the pilot launch, pick up the pilot 1 $\frac{1}{2}$ miles NW of the SW breakwater light. Vessels approach-
(BA NM37/90) 44/90

PUB 173 4 Ed 1989 LAST NM44/90

Page 7—Lines 40-43/L; read:
each 200m (656 ft.) long. Berth 1 can accommodate vessels with drafts up to 9.5m (31 ft.), 183m (600 ft.) LOA and 25m (82 ft.) beam. Berths 2-5 can accommodate vessels with drafts up to 10m (32 $\frac{3}{4}$ ft.), 183m (600 ft.) LOA and 25m (82 ft.) beam. Berths 6-7 can accommodate vessels with drafts up to 10.5m (34 $\frac{1}{3}$ ft.), 183m (600 ft.) LOA and 25m (82 ft.) beam. Drafts up to 11m (36 ft.) can be accommodated at berths 6 and 7 on a conditional basis. Containers are
(44(111(T))90 Karachi) 8/91

PUB 173 4 Ed 1989 LAST NM 8/91

Page 195—Lines 19-27/R; read:
Harbor limit the length of a vessel to 189m (617 ft.) at Buj-Buj and to 172m (564 ft.) at Calcutta.
(MCNN RS 006/91) 15/91

Page 199—Line 5/R; read:
up to 172m (564 ft.) may enter the dock. Seven berths, with
(MCNN RS 006/91) 15/91

(MCNN RS 006/91) 15/91

Page 337—Line 57/R; insert after:
BUJ-BUJ 22 33N 88 19E 7.07
(US CH 63323) 15/91

PUB 174 5 Ed 1989 NEW EDITION

(DMAHTC) 22/89

PUB 174 5 Ed 1989 LAST NM 22/89

Page 79—Lines 4-5/L; read:
Eastern Section — Amber Light Beacon (1°17'48"N., 103°54'45"E.).
(DMAHTC/MCNN) 27/89

PUB 174 5 Ed 1989 LAST NM 27/89

Page 123—Lines 8-21/R; read:
Caution.— The following speed restrictions are in effect for the E portion of Johor Strait, however, mariners are urged to consult with the pilot for the latest information on regulations, dangers, etc. before entering the strait.

The maximum speed should not exceed 12 knots.

A speed restriction of 6 knots is in effect between buoy "Malang Papan" (1°24.1'N., 103°59.2'E.) and buoy "Serangoon No. 3" (1°24'N., 103°54'E.).

Vessels should also slow to 6 knots when passing:

Pasir Gudang Port,

Malaysia Shipbuilding and Engineering Co.,

Sembawang Shipyard,

The area W of Sembawang Shipyard to the causeway.

Elsewhere, vessels should reduce speed to avoid damage to boat moorings, ferry terminals, etc.
(DMAHTC/MCNN) 37/89

Page 5—Line 26/L; read:

1.07 The W side of Ko Phuket is indented by several
(DMAHTC/MCNN) 34/90

Page 5—Lines 48-49/L; read:

OFF-LYING ISLANDS S AND E OF KO PHUKET

1.08 **Ko Racha Yai** (7°36'N., 98°22'E.) is located
(DMAHTC/MCNN) 34/90

Page 5—Lines 8-10/R; read:

Noi.

A group of small islands lies close S and SE of Ko
(DMAHTC/MCNN) 34/90

Page 5—Lines 22-24/R; read:

set E and W at a rate of 1 to 3 knots.

Ko Mai Thon (7°45'N., 98°29'E.), located $5\frac{1}{2}$ miles
(DMAHTC/MCNN) 34/90

Page 5—Lines 41-44/R; read:

1.09 **Laem Phan Wa** (7°48'N., 98°25'E.), the SE point of Ko Phuket, lies about $1\frac{1}{2}$ miles ESE of the E entrance point of Ao Chalong. A light is shown about 400 yards SW of the point.

Ko Taphao Yai (7°50'N., 98°25'E.), an island lying about $1\frac{1}{2}$ miles N of Laem Phan Wa.
(DMAHTC/MCNN) 34/90

Page 8—Lines 47-51/R; read:
reef. Ko Taphao Noi, marked on its summit by a light shown from a white brick tower, lies 450 yards NE of Ko Taphao Yai.

Cautions.—It was reported (1988) that the light on Ko Taphao Noi is obscured by trees and is difficult to see by day.

A 4.6m (15 ft.) rocky patch, swept to a depth of 4.3m (14 ft.) and marked on its NE side by a buoy, lies 750 yards S of Ko Taphao Noi.

(DMAHTC/MCNN) 34/90

Page 7—Lines 1-54/L; read:

1.10 Phuket Harbor (7°49'N., 98°24'E.) (World Port Index No. 49770) includes the deep water Thaisarco Pier and the new Ocean Terminal located close N of Laem Kluei (7°49'N., 98°24'E.) and the Shell Oil depot off Laem To Khun, about 1,500 yards further NNE.

Winds and weather.—The Northeast monsoon occurs from November to March while the Southeast monsoon occurs from April to October.

Tides and currents.—Maximum tidal rise is about 3.5m (11.5 ft.). Tidal currents rarely exceed 2½ knots.

Depths and limitations.— The Thaisarco Pier extends E into the channel from Laem Kluei. The pier face is 60m (196 ft.) long, with an alongside depth of 7.3m (24 ft.). The pier can accommodate a vessel with a maximum length of 113m (370 ft.) and a maximum draft of 6.7m (22 ft.).

The new Ocean Terminal lies immediately NNW of the Thaisarco Pier. The terminal provides two berths, with a total length of 360m (1,181 ft.) and a minimum depth alongside of 9m (29½ ft.).

Both berthing areas are approached from the SE through a 120m (393 ft.) wide buoyed channel which has been dredged to a depth of 9m (29½ ft.). A turning basin, 360m (1,181 ft.) in diameter and also dredged to a depth of 9m (29½ ft.), lies close N of the Ocean Terminal.

The Shell Oil depot consists of two sets of mooring buoys lying between Laem To Khun and the W end of Ko Taphao Yai, about 300 yards E. The mooring buoys are 183m (600 ft.) apart. The terminal is approached from the S on a range with a least depth of 7m (23 ft.) on it; there is a least depth of 7m (23 ft.) at the terminal. Submarine pipelines extend from the berth to Laem To Khun.

A channel marked by buoys and ranges extends NE from the oil depot, but the controlling depth in this channel is reported to be 4m (13 ft.).

Pilots.— Pilotage is compulsory for all vessels greater than 50m (164 ft.) in length using the new Ocean Terminal. Pilotage is not required or available for vessels at the anchorages.

(DMAHTC/MCNN) 34/90

Page 7—Line 5/R; read:
about ½ mile off Laem Mai Phai to pick up the

(DMAHTC/MCNN) 34/90

Page 7—Lines 8-9/R; read:
98°33'E., about 1 mile off the W side of Ko Yao Yai, in a least depth of 15.2m (50 ft.).

(DMAHTC/MCNN) 34/90

Page 7—Lines 17-18/R; read:
mile off Laem Mai Phai, in a least depth of 13.7m (45 ft.).

(DMAHTC/MCNN) 34/90

Page 7—Lines 32-53/R; read:
vicinity are unreliable.

1.11 Tha Rua Phuket (7°51'N., 98°25'E.) is a large bay entered between Laem Nam Bo and Laem Phap Pha, about 2¼ miles NE.

Phuket (7°53'N., 98°23'E.), the seat of the local government, is located about 1 mile up a creek which discharges into the NW corner of the bay; the mouth of the creek is silted up. The town is a holiday resort with many multi-story hotels.

An anchorage for small vessels, with a depth of 5.5m (18 ft.), mud, lies 1,400 yards NW of the light on Ko Taphao Noi; cargo is loaded and unloaded from lighters. Slight surf is present during E and SE winds.

A small drydock, 91m (300 ft.) long and 24m (79 ft.)

PUB 174 (continued)

wide, used for the repair and construction of tin dredges, is situated on the NE side of the bay.

Caution.—The depths in Tha Rua Phuket are subject to frequent change.

Ao Tha Rua (7°58'N., 98°26'E.), a shallow
(DMAHTC/MCNN) 34/90

Page 214—Line 6/L; read:
BANG THAO, AO 8 00N 98 17E 1.07
(DMAHTC/MCNN) 34/90

Page 215 –Line 58/R: read:
CHALONG, AO 7 49N 98 22E 1.08
(DMAHTC/MCNN) 34/90

Page 217—Line 59/R; read:
KAI, KO 7 45N 98 37E 1.08
(DMAHTC/MCNN) 34/90

Page 218—Line 26/R; insert after:
KLUEI, LAEM 7 49N 98 24E 1.10
(DMAHTC/MCNN) 34/90

Page 219—Line 52/R; read:
LON, KO 7 47N 98 23E 1.08
(DMAHTC/MCNN) 34/90

Page 219—Line 70/R; read:
MAI PHAI, LAEM 7 53N 98 27E 1.10
(DMAHTC/MCNN) 34/90

Page 219—Line 72/R; read:
MAI THON, KO 7 45N 98 29E 1.08
(DMAHTC/MCNN) 34/90

Page 220—Line 59/R; insert after:
NAM BO, LAEM 7 50N 98 25E 1.11
(DMAHTC/MCNN) 34/90

Page 222—Line 4/L; insert after:
PATONG, AO 7 54N 98 17E 1.07
(DMAHTC/MCNN) 34/90

Page 222—Line 15/R; insert after:
PHAN WA, LAEM 7 48N 98 25E 1.09
(DMAHTC/MCNN) 34/90

Page 222—Line 21/R; read:
PHUKET 7 53N 98 23E 1.11
PHUKET HARBOR 7 49N 98 24E 1.11
(DMAHTC/MCNN) 34/90

Page 223—Lines 17-18/L; read:
RACHA NOI, KO 7 31N 98 20E 1.08
RACHA YAI, KO 7 36N 98 22E 1.08
(DMAHTC/MCNN) 34/90

Page 226—Lines 13-14/R; read:
TAPHAO NOI, KO 7 50N 98 26E 1.09
TAPHAO YAI, KO 7 50N 98 25E 1.09
(DMAHTC/MCNN) 34/90

Page 226—Line 75/R; read:
THA RUA PHUKET 7 51N 98 25E 1.11
(DMAHTC/MCNN) 34/90

Page 227—Line 49/L; insert after:
TO KHUN, LAEM 7 50N 98 24E 1.10
(DMAHTC/MCNN) 34/90

Page 227—Line 42/R; insert after:
WAEO, KO 8 02N 98 16E 1.07
(DMAHTC/MCNN) 34/90

PUB 174 5 Ed 1989 LAST NM 34/90

Page 130—Line 47/L; read:
7.05 Kijang (0°51'N., 104°37'E.) World
(BA NP36) 50/90

Page 130—Lines 51-55/L; read:
dolphins and two jetties. Vessels up to 185m (607 ft.) in length and 11m (36 ft.) in draft can be accommodated.
(BA NP36) 50/90

Page 130—Line 4/R; read:
les wire rope is obtainable. There are **tidal currents** up to 6 knots at the berth.

Numerous wrecks lie stranded on the foreshore within $\frac{1}{2}$ mile N and S of the jetties.

(BA NP36) 50/90

best copy available

Page 130—Lines 39-44/R; read:
Pulau (Mapur) Mapor (1°00'N., 104°49'E.) lies with its S extremity 10 miles N of Pulau Berwan and a prominent hill, 107m (351 ft.) high on its NW point.
(BA NP36) 50/90

Page 132—Line 5/L; read:
about 6 miles W of Gosong Castor and parallel to it. It
(DMAHTC/MCNN) 50/90

Page 137—Lines 43-47/R; read:
A reef, with a depth of 2.0m (6 $\frac{1}{2}$ ft.) over it. lies 1 $\frac{1}{2}$ miles SE of Pulau Tandjung Sau Light. The reef is marked on its E side by a buoy (black and white checkers).
(BA NP36) 50/90

Page 141—Lines 15-16/L; read:
Telan. The channel is only navigable by small craft, as the entrance is shallow. Pulau
(BA NP36) 50/90

Page 142—Lines 52-55/L; read:
7.16 Pulau (Penjengat) Penyengat (0°56'N., 104°25'E.) is a hilly, thickly wooded island, situated 1 mile W of Tandjungpinang; it is about 1
(DMAHTC/MCNN) 50/90

Page 142—Line 5/R; insert after:
A 2.2m (7 ft.) patch lies 1 $\frac{1}{4}$ miles SW from the SW extremity of Pulau Penyengat with a 3.3m (11 ft.) patch about 250 yards E of it.
(BA NP36) 50/90

PUB 174 5 Ed 1989 LAST NM 50/90

Page 131—Lines 48-51/R; read:
Gosong Castor (Castor Bank) (0°40'S., 105°03'E.) is a ridge with a hard sandy bottom lying with its S end about 6 miles ENE of Pulau Saya. A post stands 1 $\frac{1}{2}$ miles E of the N extremity of Gosong Castor. It has a least depth of
(BA NP36) 51/90

Page 152—Line 54/L; read:
having, in the center, a hill 124m (407 ft.) high. There is an above-water rock, surrounded by a reef, 1 mile SE and an isolated reef $\frac{2}{5}$ mile S of the SE extremity of the same island.
(BA NP36) 51/90

Page 156—Line 23/R; read:
Pulau (Takon) Cucupetong (0°38'30"N. , 104°00'55"E.) about
(DMAHTC/MCNN) 51/90

Page 159—Lines 23-24/L; read:
Selat (Tjombol) Combol (0°54'N., 103°53'E.). — This strait lies between Pulau (Tjombol) Combol and Pu-
(DMAHTC/MCNN) 51/90

Page 159—Line 33/L; read:
Pulau (Tjombol) Combol (0°50'N., 103°52'E.) is 7 $\frac{1}{2}$ miles
(DMAHTC/MCNN) 51/90

Page 159—Lines 40-41/L; read:
Pulau (Tjitlim) Citlin (0°47'N., 103°55'E.), SE of Pulau Combol and separated from it by a narrow channel,
(DMAHTC/MCNN) 51/90

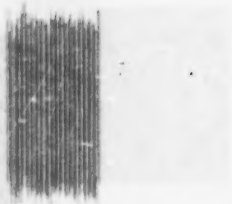
PUB 174 5 Ed 1989 LAST NM 51/90

Page 214—Line 62/L; strike out.
(DMAHTC/MCNN) 52/90

Page 214—Line 77/L; insert after:
BELAYAR, BATU 0°25'N 104°16'E 7.27
(DMAHTC/MCNN) 52/90

Page 215—Line 49/R; read:
CASTOR, GOSONG 0°40'S 105°03'E 7.05
(DMAHTC/MCNN) 52/90

Page 215—Line 76/R; insert after:
CITLIM, PULAU 0°47'N 103°55'E. 7.31
(DMAHTC/MCNN) 52/90



Page 215—Line 78/R; insert after:
COMBOL, PULAU 0°50'N 103°52'E 7.31
(DMAHTC/MCNN) 52/90

Page 216—Line 1/L; read:
COMBOL, SELAT 0°54'N 103°54'E. 7.31
(DMAHTC/MCNN) 52/90

Page 216—Line 5/L; insert after:
CUCUPETONG, PULAU 0°39'N 104°01'E 7.28
(DMAHTC/MCNN) 52/90

Page 216—Line 33/L; insert after:
DEDAP ISLAND 0°30'N 104°16'E 7.27
(DMAHTC/MCNN) 52/90

Page 218—Line 13/R; insert after:
KIJANG 0°51'N 104°37'E. 7.05
(DMAHTC/MCNN) 52/90

Page 218—Line 37/R; strike out.
(DMAHTC/MCNN) 52/90

Page 220—Line 9/L; insert after:
MALANG, TANJUNG 0°39'S 104°30'E 7.02
(DMAHTC/MCNN) 52/90

Page 220—Line 31/L; insert after:
MAPOR, PULAU 1°00'N 104°49'E. 7.05
(DMAHTC/MCNN) 52/90

Page 226—Line 20/R; insert after:
TAXON, PULAU 0°39'S 104°01'E 7.28
(DMAHTC/MCNN) 52/90

Page 226—Line 60/R; insert after:
TENGKU, TANJUNG 0°30'S 104°35'E 7.02
(DMAHTC/MCNN) 52/90

Page 227—Line 34/L; insert after:
TJOMBOL, SELAT 0°54'N 103°54'E. 7.31
(DMAHTC/MCNN) 52/90

Page 83—Line 28/R; read:
Pulau Sambu. Pilots require 6 hours notification of arrival and 3 hours notice of departure.
(BA NP36 Supp. 9) 2/91

Page 83—Lines 38-55/R; strike out.
(BA NP36 Supp. 9) 2/91

Page 84—Lines 1-17/L; strike out.
(BA NP36 Supp. 9) 2/91

Page 88—Lines 40-55/R; read:
The depths alongside are:

Berth No. 1 — 11.2m (36 $\frac{3}{4}$ ft.) (1987)
Berth No. 2 — 11.2m (36 $\frac{3}{4}$ ft.) (1987)
Berth No. 3 — 11.2m (36 $\frac{3}{4}$ ft.) (1988)
Berth No. 4 — 12.2m (40 ft.) (1989)
Berth No. 5 — 13m (42 $\frac{2}{3}$ ft.) (1985)
Berth No. 6 — 15.4m (50 $\frac{1}{2}$ ft.) (1985)
Berth No. 7 — 13.1m (43 ft.) (1989)
Berth No. 8 — 13.4m (44 ft.) (1985)
Berth No. 9 — 12.4m (40 $\frac{2}{3}$ ft.) (1988)
Berth No. 10 — 16m (52 $\frac{1}{2}$ ft.) (1990)
Berth No. 10A — 4.9m (16 ft.) (1985)
Berth No. 10B — 5.4m (17 $\frac{2}{3}$ ft.) (1985)
Berth No. 10C — 6.1m (20 ft.) (1985)
Berth No. 11 — 6m (19 $\frac{2}{3}$ ft.) (1990)

(Sing Tide Tables & Port Facilities 1991, Sing NM10/90) 2/91

Page 143—Lines 15-16/L; read:
Pulau Buan (Pulau Buau) (Pulau Boeau) (1°02'30"N., 104°13'36"E.), flat at its N end, rises to an elevation of 28m (92 ft.) near its S end, fronts the
(BA NP36 Supp. 9) 2/91

Page 143—Lines 35-36/L; read:
There are four berths capable of taking vessels of 243m (797 ft.) in length and draft up to 11.7m (38 $\frac{1}{3}$ ft.). Oil installa-
(BA NP36 Supp. 9) 2/91

Page 143—Line 47/L; read:
at any time.
(BA NP36 Supp. 9) 2/91

Page 153—Lines 4-5/R; read:
the tidal currents. A stranded wreck 800 yards S of the E of the two Pollux Rocks is reported to be conspicuous.
(BA NP36 Supp. 9) 2/91

Page 153—Line 27/R; read:
Speke Rock (Karang Speke) (0°37'S., 104°06'E.) lies 290°, distant
(BA NP36 Supp. 9) 2/91

Page 153—Line 31/R; read:
water; it is not marked by tide rips or breakers. A light beacon stands on the rock. A
(BA NP36 Supp. 9) 2/91

Page 154—Line 7/L; read:
Kuala Niur. A light beacon stands 1 mile E of the point.
(BA NP36 Supp. 9) 2/91

Page 52—Lines 17-19/R; read:
prior to arrival. Working hours for pilots are 0600-1700. Vessels will not be taken alongside a wharf unless the vessel can be berthed before 1600. Incoming sea pilot embarks at the anchorage when berth has been allotted. Harbor pilot boards on passing harbor limits. The
(Indonesian Shipping Directory 1989-1990) 3/91

Page 88—Lines 40-55/R; read:
The depths alongside are:

Berth No. 1—	11.2m (36 $\frac{3}{4}$ ft.) (1987)
Berth No. 2—	11.2m (36 $\frac{3}{4}$ ft.) (1987)
Berth No. 3—	11.2m (36 $\frac{3}{4}$ ft.) (1988)
Berth No. 4—	12.2m (40 ft.) (1989)
Berth No. 5—	13m (42 $\frac{2}{3}$ ft.) (1985)
Berth No. 6—	15.4m (50 $\frac{1}{2}$ ft.) (1985)
Berth No. 7—	13.1m (43 ft.) (1989)
Berth No. 8—	13.4m (44 ft.) (1985)
Berth No. 10—	16m (52 $\frac{1}{2}$ ft.) (1990)
Berth No. 10A—	4.9m (16 ft.) (1985)
Berth No. 10B—	5.4m (17 $\frac{2}{3}$ ft.) (1985)
Berth No. 10C—	6.1m (20 ft.) (1985)
Berth No. 11—	6m (19 $\frac{2}{3}$ ft.) (1990)

(Sing Tide Tables and Port Facilities 1991, Sing NM 10/90) 4/91

Page 89—Lines 33-34/L; read:
having a depth of 24.6m (80 $\frac{2}{3}$ ft.) (1990), is located about $\frac{1}{3}$ mile WNW of the N tip of Pulau Bukom. There is a controlling depth of 22.8m (74 $\frac{3}{4}$ ft.) (1990) in the approaches.
(Sing NM 12/90) 4/91

Page 34—Line 14/R; read:
the island, is marked by a light, from which a radiobeacon transmits. The point is not very high, but rises rapidly towards
(6(432)91 Taunton) 14/91

Page 85—Line 41/R; read:
13.1m (43 ft.) (1990).
(1(15)91 Singapore) 15/91

PUB 174 5 Ed 1989 LAST NM 15/91

Page 150—Line 13/L; read:
distance on their W side. A light, from which a racon transmits, is shown from
(7(508)91 Taunton) 17/91

PUB 174 5 Ed 1989 LAST NM 17/91

Page 123—Lines 45-49/L; strike out.
(3(40)91 Singapore) 19/91

PUB 174 5 Ed 1989 LAST NM 19/91

Page 100—Line11/L; insert after:
It is reported (1991) that transit through Keppel Harbor is prohibited in order to facilitate the construction of a causeway link to Pulau Brani.
(BA NM 17/91, Part IV) 26/91

Page 111—Line 5/R; read:
6.27 Ramunia Shoals (Rumenia Shoals) (1°27'N., 104°26'E.) are a
(DMAHTC/MCNN) 26/91

Page 111—Line 22/R; read:
ridge and North Patch. A spoil ground area, the limits of which are shown on the chart, lies in the vicinity of Ramunia Shoals.
(18(624)91 Tokyo) 26/91

PUB 174 5 Ed 1989 LAST NM 26/91

Page 100—Lines 41-44/R; read:
and **Pasir Panjang** (1°15.8'N., 103°48.3'E.).
Selat Pasir Panjang is a channel, dredged to 10m (32 $\frac{3}{4}$ ft.) in 1982 and marked by buoys, lying NW of Tanjong Berlayar. On the NE side of the passage is a general cargo terminal, with 1,321m (4,334 ft.) of berthing space along its outer face and alongside depths of 7 to 10.6m (23 to 34 $\frac{3}{4}$ ft.). To the NW of this passage is an
(7(87)91 Singapore; Guide to Port Entry) 34/91

PUB 175 5 Ed 1989 NEW EDITION
(DMAHTC) 47/89

PUB 175 5 ED 1989 LAST NM 47/89

Page 28—Line 48/R; read:
of at least 3 1/2 miles. Islets are located as far as 2 1/2 miles offshore from the SE side of the bay.
(DMAHTC/MCNN) 48/89

Page 53—Lines 33-34/L; read:
146m (479 ft.) long; there are reported (1989) depths of

7.8m (25 1/2 ft.) at Berth 3W and 8.0m (26 1/4 ft.) at Berth 3E.
(DMAHTC/MCNN) 48/89

Page 53—Line 37/L; read:
(1989) depths of 6.0m (19 1/2 ft.) at 4W and 4.0m (13 ft.)
(DMAHTC/MCNN) 48/89

Page 53—Lines 54-55/L; read:
Wharf. It is 300m (984 ft.) long and in 1989 had reported depths of 11.0m (36 ft.) alongside Berth 2W and 11.5m (37 3/4 ft.) alongside Berth 2E. All
(DMAHTC/MCNN) 48/89

Page 82—Line 21/L; read:
ft.), lies about 5 miles WSW of the cape; another dangerous rock, reported in 1987, lies about 3 miles WNW of the cape.
(DMAHTC/MCNN) 48/89

Page 83—Line 53/R; read:
NNW of the middle of the W reef. Drying rocks lie up to 1 1/4 miles S of the reef.
(DMAHTC/MCNN) 48/89

Page 84—Line 48/L; read:
strait which has been inadequately surveyed. Dry-
(DMAHTC/MCNN) 48/89

Page 129—Line 6/R; read:
Anne Reef; a submerged wellhead, marked close E by a buoy, lies close ESE of Taunton Reef.
(DMAHTC/MCNN) 48/89

Page 150—Lines 25-26/L; read:
Wanneru Beach, lying 3 1/4 miles SE of Eglinton Rocks, has a small craft harbor. The approach from the SW is indicated by a range.

Mullaloo Point (31°48'S., 115°43'E.) lies about 7 3/4 miles S of Wanneru Beach. Little Islet, 2.4m (8 ft.) high, lies 1 mile
(DMAHTC/MCNN) 48/89

Page 179—Line 36/R; read:
each with a reported depth (1989) of 13m (39 ft.) alongside, lie on
(DMAHTC/MCNN) 48/89

Page 199—Line 14/L; read:
about 1 mile seaward of Entrance Light Beacon
(DMAHTC/MCNN) 48/89

Page 246—Line 60/L; add after:

Cautions.— In 1989, North Rock and Southwest Rock were reported to lie 2,800 yards ESE of their charted positions. In 1989, Young Rocks were reported to lie 2,200 yards ESE of their charted position.
(DMAHTC/MCNN) 48/89

Page 260 –Line 36/L; read:
2 miles W of Entrance Beacon. The
(DMAHTC/MCNN) 48/89

Page 285—Line 74/R; read:

DILLON SHOAL	33	49S	137	08E	7.49

(DMAHTC/MCNN) 48/89

Page 295—Line 12/R; read:

RAGGED, MOUNT	33	27S	123	25E	6.32

(DMAHTC/MCNN) 48/89

Page 297—Line 80/L; read:

SOUTH ISLAND	53	03S	072	36E	9.06

(DMAHTC/MCNN) 48/89

Page 299—Line 26/R; add after:

WANNERU BEACH	31	41S	115	42E	5.22

(DMAHTC/MCNN) 48/89

Page 9—Line 10/L; read:
Point (16°38'S., 139°09'E.), the W extremity of
(DMAHTC/MCNN) 52/89

Page 33—Line 5/L; read:
passage among them. A spit with a depth of 1.8m (6
(DMAHTC/MCNN) 52/89

Page 129—Line 17/R; read:
Cautions.— An underwater oil pipeline extends W from Taunton Reef to Airlie Island.
Two oil production platforms, exhibit-
(DMAHTC/MCNN) 52/89

Page 259—Line 47/L; read:
nel to Outer Harbor is reported (1989) to be maintained to a depth of 12m (39 1/4
(DMAHTC/MCNN) 52/89

Page 260—Lines 21-23/L; read:
The Port Operations Center, 40m (131 ft.) high, is located in the Outer Harbor at the S end of No. 1 Berth. The center is equipped
(DMAHTC/MCNN) 52/89

Page 53—Lines 45-46/R; read:
(82 ft.).
(DMAHTC/MCNN) 1/90

Page 53—Lines 58-59/R; read:
Channel Rock Buoy (No.6). With prior arrangement, vessels with a draft of over 9m (29 1/2 ft.) will board the pilot about 1 mile NE of Charles
(DMAHTC/MCNN) 1/90

Page 59—Line 30/L; read:
ETA 10 days in advance and the Harbormaster at
(DMAHTC/MCNN) 1/90

Page 59—Line 32/L; read:
Sea Pilot Station is 4.7 miles S of Lacrosse Island Light and
(DMAHTC/MCNN) 1/90

Page 62—Line 49/L; read:
Gulf (paragraph 2.39) for additional information.
(DMAHTC/MCNN) 1/90

Page 129—Line 47/R; read:
Beadon Point. Three conspicuous oil tanks lie near the E end of the island. The island is surrounded by a drying
(DMAHTC/MCNN) 2/90

Page 130—Line 27/L; read:
151°; a depth of 5.9m (19 1/4 ft.) has been reported (1989) to lie on this range. This course leads W of Gorgon Patch, with a
(DMAHTC/MCNN) 2/90

Page 131—Line 1/L; read:
Shoal, with a depth of 3.9m (12 3/4 ft.), lie 2 1/4 and 4 1/2
(DMAHTC/MCNN) 2/90

Page 288—Line 45/R; read:
GORGON PATCH 21 33S 115 05E 4.23
(DMAHTC/MCNN) 2/90

Page 51—Line 18/R; read:
yards SSE of the point. A dangerous wreck lies about 1,600 yards ESE of the head of the pier.
(DMAHTC/MCNN) 5/90

Page 117—Line 20/L; add after:
Vessels over 280m (919 ft.) in length are berthed during daylight hours only.
(DMAHTC/MCNN) 5/90

Page 117—Line 60/L read:
master Port Hedland 48, 24, and 2 hours before arrival.
(DMAHTC/MCNN) 5/90

Page 154—Lines 1-2/R; read:
It has been reported (1989) that the dredged channel is being maintained to depths of between 13 and 13.4m (42 1/2 and 44 ft.). The Inner Harbor and the berths in it are also reported (1989) to be maintained to depths of between 11 and 13m (36 and 42 1/2 ft.), except at berth J.
(DMAHTC/MCNN) 5/90

Page 237—Line 9/R; add after:
Caution.—A submarine gas pipeline crosses the gulf from a position about 1/2 mile S of Douglas Point (32°51'S., 137°49'E.), on the W shore of the gulf, to a position on the E shore of the gulf close NW of Mount Mambray (32°52'S., 137°56'E.).
(DMAHTC/MCNN) 5/90

Page 237—Lines 54-56/R; strike out.
(DMAHTC/MCNN) 5/90

Page 15—Line 52/L; read:
the reef; an 11.5m (38 ft.) patch has been reported (1989) to lie 5 miles NW of the reef.
(DMAHTC/MCNN) 7/90

Page 116—Line 10/L; read:
behind.
(DMAHTC/MCNN) 7/90

Talisman Marine Terminal (19°30'S., 116°56'E.), a floating offshore production tanker, lies NE of Glomar Shoal. Pilotage is compulsory. Vessels are berthed during daylight hours only; unberthing is done any time. The vessel's ETA should be sent 72, 48, and 24 hours in advance.
(DMAHTC/MCNN) 7/90

Page 150—Line 52/L; read:
and is marked by a lighted beacon.
(DMAHTC/MCNN) 7/90

Page 177—Lines 18-19/R; read:
Depths of 21.9 and 10.9m (12 and 6 fm) lie 5 1/2 and 7 miles, respectively, S of the mouth of Oldfield River.
(DMAHTC/MCNN) 7/90

Page 177—Lines 27-28/R; read:
about 1 1/4 miles E of the islets; a 1.8m (6 ft.) patch, which breaks, lies about 3 1/4 miles SW of the islets. The depths in the area
(DMAHTC/MCNN) 7/90

Page 298—Line 58/L; add after:
TALISMAN MARINE TERMINAL 19 30S 116 56E 4.16
(DMAHTC/MCNN) 7/90

Page 122—Line 27/L; read:
board by helicopter for vessels with a landing area; tankers may not board the pilot by helicopter. Vessels unable to accept a heli-
(DMAHTC/MCNN) 9/90

Page 120—Lines 21-26/R; read:
Aspect and landmarks.— Cape Lambert (20°36'S., 117°11'E.) is rocky and
(DMAHTC/MCNN) 12/90

Page 129—Lines 51-55/R/ read:
A lighted buoy marks the E side of a wellhead situated 1,400 yards S of the E end of the island; a lighted buoy also marks the W side of a wellhead situated 3 miles SW of the E extremity of the island.

Saladin A and Saladin B, which are oil production platforms, are situated 2 miles and 1 1/4 miles, respectively, ENE of the E extremity of the island; Saladin C, another oil production platform, lies 2 miles SW of the E extremity of the island. Safety zones surround each production platform.

Caution.— Oil pipelines connect Saladin A and Saladin B; pipelines also connect the E end of the island to Saladin B and Saladin C.
(DMAHTC/MCNN) 12/90

Page 129—Line 60/R; read:
this route.

Caution.— A wellhead, with a depth of 10.4m (34 ft.) over it and marked close N by a lighted buoy, is about 2 1/2 miles ESE of the E end of Brewis Reef and lies close N of the charted preferred route to the port of Onslow.
(DMAHTC/MCNN) 12/90

Page 138—Line 4/R; read:
about 375 yards E of the root of the wharf; a light is exhibited from the tower. A light is also exhibited from the head of the wharf.

There is a Port Radio Station at
(DMAHTC/MCNN) 12/90

Page 152—Line 21/L; read:
beacons and lighted buoys, has been dredged across Southern Flats
(DMAHTC/MCNN) 12/90

Page 88—Line 34/L; read:
least depth of 8.2m (27 ft.), lies about 13 miles SSE
(DMAHTC/MCNN) 15/90

Page 53—Lines 33-34/L; read:
146m (479 ft.) long; there are reported (1990) depths of 8.0m (26 $\frac{1}{4}$ ft.) at Berth 3W and 7.6m (25 ft.) at Berth 3E.
(DMAHTC/MCNN) 23/90

Page 53—Line 37/L; read:
(1990) depths of 6.3m (20 $\frac{1}{2}$ ft.) at 4W and 4.2m (14 ft.)
(DMAHTC/MCNN) 23/90

Page 53—Lines 54-55/L; read:
wharf. It is 300m (984 ft.) long and in 1990 had reported depths of 11.2m (36 $\frac{3}{4}$ ft.) alongside Berth 2W and 11.0m (36 ft.) alongside Berth 2E. All
(DMAHTC/MCNN) 23/90

Page 171—Line 9/R; read:
N. Flat Rock, 2m (6$\frac{1}{2}$ ft.) high, is situated 400 yards
(DMAHTC/MCNN) 24/90

Page 171—Line 17/R; read:
island lies 1$\frac{1}{4}$ miles E of Frenchman Bay. An 18m (59 ft.) patch lies about 1,300 yards NW of the island.
(DMAHTC/MCNN) 24/90

Page 172—Line 58/L; read:
rocks. A wreck, with a depth over it of 10m (29 $\frac{1}{2}$ ft.), lies in North Channel, close N of the W end of Michaelmas Island.
(DMAHTC/MCNN) 24/90

PUB 175 (continued)

Page 172—Line 5/R; read:
1 $\frac{3}{4}$ miles W of Michaelmas Island.
(DMAHTC/MCNN) 24/90

Page 173—Line 16/L; read:
Emu Point (35°00'S., 117°57'E.).
(DMAHTC/MCNN) 24/90

PUB 175 5 Ed 1989 LAST NM 24/90

Page 27—Line 42/R; read:
ful. A 7.6m (25 ft.) patch lies about 1 $\frac{1}{2}$ miles NNW of Flinders Point.

Note.— Buckingham Bay, entered N of Flinders Point, is described in paragraph 1.35.
(DMAHTC/MCNN) 26/90

Page 152—Lines 20-21/L; read:
and about 3.7m (14 ft.) in depth and marked by unlighted beacons, has been dredged across Southern Flats
(DMAHTC/MCNN) 26/90

Page 211—Line 29/L; insert after:
A racon transmits from the lighthouse.
(DMAHTC/MCNN) 26/90

PUB 175 5 Ed 1989 LAST NM 26

Page 26—Line 34/R; read:
1.8m (6 ft.) over it and a least depth of 0.5m (1$\frac{1}{2}$ ft.) at its outer end, extends 3 miles W from Herald
(DMAHTC/MCNN) 27/90

Page 26—Lines 45-50/R; read:
stricted by a smaller islet. Several rocks lie 2$\frac{1}{2}$ miles WNW of Bosanquet Islet; a 3m (9$\frac{3}{4}$ ft.) patch lies 1$\frac{1}{2}$ miles W of the islet. Shoal depths of 8.2 and 15.8m (27 and 52 ft.) lie $\frac{1}{4}$ and 1$\frac{1}{2}$ miles [illegible] Bosanquet Islet.

The N side of Inglis Island is indented by a large open and shoal bay, with three islets off it; the N of these islets is 29m (95 ft.) high. A 3m (9$\frac{3}{4}$ ft.) patch lies about
(DMAHTC/MCNN) 27/90

Page 32—Line 21/R; read:
end, the island rises to a height of 79m (260 ft.).

Caution.— A 0.3m (1 ft.) shoal has been reported (1990) to lie about 6 miles WNW of Southwest Point (11°27'S., 136°28'E.).
(DMAHTC/MCNN) 27/90

PUB 175 5 Ed 1989 LAST NM 27/90

Page 124—Line 12-13/R; read:
situated about 800 yards N of the berth. The approach to the berth is maintained at a depth of 12.2m (40 ft.).
(DMAHTC/MCNN) 30/90

Page 124—Line 18/R; read:
light beacons and directional lights.
(DMAHTC/MCNN) 30/90

Page 124—Line 25/R; read:
7m (23 ft.) and marked by a lighted beacon, lies about 2
(DMAHTC/MCNN) 30/90

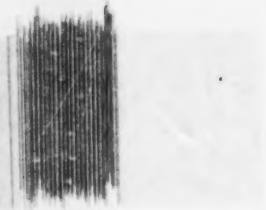
PUB 175 5 Ed 1989 LAST NM 30/90

Pages 3-276/strike out.
Line numbers.
(DMAHTC/MCNN) 31/90

PUB 175 5 Ed 1989 LAST NM 31/90

Page 158—Line 2/R; insert after:

Caution.— A fish haven, with a least depth of 14.2m (54 ft.) over it, was reported (1990) to lie about 1$\frac{3}{4}$ miles NNE of Becher Point.
(DMAHTC/MCNN) 32/90



PUB 175 5 Ed 1989 LAST NM 34/90

Page 161—Lines 9-12/L; read:
34m (110 ft.) high, lies 1 mile N of Dalling Point. A fish haven, with a depth of 21m
(DMAHTC/MCNN) 34/90

PUB 175 5 Ed 1989 LAST NM 34/90

Page 88—Lines 10-16/R; read:
numerous uncharted dangers may exist.
(DMAHTC/MCNN) 36/90

Page 88—Line 21/R; read:
shoal, with a depth of 3.3m (11 ft.), is situated about 2
(DMAHTC/MCNN) 36/90

Page 88—Line 36/R; insert after:
A drying rock lies about 2 miles W of the southernmost drying reef.
(DMAHTC/MCNN) 36/90

Page 114—Lines 14-15/L; read:
Broome. Pilots board about 5 miles W of the light on Gantheaume Point.
(DMAHTC/MCNN) 36/90

Page 293—Line 31/R; strike out.
(DMAHTC/MCNN) 36/90

Page 297—Line 66/L; strike out.
(DMAHTC/MCNN) 36/90

PUB 175 5 Ed 1989 LAST NM 36/90

Page 26—Lines 45-50/R; read:
stricted by a smaller islet. Several rocks lie 2 $\frac{1}{2}$ miles WNW of Bosanquet Islet; a 3m (9 $\frac{3}{4}$ ft.) patch lies 1 $\frac{1}{2}$ miles W of the islet. Shoal depths of 8.2 and 15.8m (27 and 52 ft.) lie $\frac{3}{4}$ and 1 $\frac{1}{2}$ miles E and NE, respectively, of Bosanquet Islet.

Caution.— A 0.3m (1 ft.) shoal has been reported (1990) to lie about 2 miles ENE of Bosanquet Island.

SD-174

open and shoal bay, with three islets off it; the N of these islets is 29m (95 ft.) high. A 3m (9 $\frac{3}{4}$ ft.) patch lies about
(DMAHTC/MCNN) 38/90

Page 32—Line 21/R; read:
end, the island rises to a height of 79m (260 ft.).
(DMAHTC/MCNN) 38/90

Page 109—Lines 21-23/L; read:
high, covered with grass and shrubs. A light, from which a racon transmits, is located on the bluff.
(DMAHTC/MCNN) 38/90

Page 109—Lines 16-17/R; read:
light is situated on East Island; a racon transmits from the light struc
(DMAHTC/MCNN) 38/90

Page 143—Line 17/R; read:
point; a racon is located
(DMAHTC/MCNN) 38/90

PUB 175 5 Ed 1989 LAST NM 38/90

Page 52—Line 29/L; insert after:
Caution.—Unexploded ordnance lies in an area, in a depth of 13m (42 $\frac{1}{2}$ ft.) and with a radius of $\frac{1}{2}$ mile, centered NE of Middle Ground, about 3 $\frac{3}{4}$ miles NW of East Point.
(DMAHTC/MCNN) 41/90

Page 93—Line 20/L; insert after:
Cautions.—Unexploded ordnance lies in an area, with a radius of $\frac{1}{2}$ mile, centered about $\frac{3}{4}$ mile S of the NW end of the island, in a depth of 10m (32 $\frac{3}{4}$ ft.). Unexploded ordnance also lies in an area, with a radius of $\frac{1}{2}$ mile, centered about 1 $\frac{1}{4}$ miles WSW of the S end of the island, in a depth of 30m (16 $\frac{1}{2}$ fm).
(DMAHTC/MCNN) 41/90

Page 127—Line 13/L; insert after:
Caution.— Unexploded ordnance lies in an area, with a radius of $\frac{1}{2}$mile, centered about 5 miles ENE of the light on Trimoulle Island, in a depth of about 45m (24 fm).
(DMAHTC/MCNN) 41/90

Page 131—Line 14/L; insert after:
Caution.— Unexploded ordnance lies in an area, with a radius of $\frac{1}{2}$mile, centered about 5 miles WNW of Bessieres Island, in a depth of about 60m (33 fm).
(DMAHTC/MCNN) 41/90

Page 150—Line 33/R; insert after:
Caution.— Unexploded ordnance lies in areas, each with a radius of $\frac{1}{4}$mile, centered about 17 $\frac{1}{2}$ and 20 miles NW of Cape Vlaming, in depths of 100 and 120m (54 and 65 fm), respectively.
(DMAHTC/MCNN) 41/90

Page 150—Line 55/R; insert after:
Caution.— Unexploded ordnance lies in an area, with a radius of $\frac{1}{4}$mile, centered about 1 $\frac{1}{2}$miles N of Bathurst Point, in a depth of about 15m (49 ft.).
(DMAHTC/MCNN) 41/90

Page 216— Line 47/R; read:
Point. A fish haven, marked close E by a buoy, lies W of Bass Shoal.
(DMAHTC/MCNN) 43/90

Page 261—Line 35/R; read:
A prohibited area, marked by lighted buoys and the limits of which may best be seen
(33(466)90 Sydney) 45/90

Page 18—Lines 32-33/L; read:
Pilotage.—Pilotage is compulsory and is available during daylight hours only. The pilot normally boards
(BA NM 47/90) 5/91

Page 18—Lines 40-41/L; read:
The ETA of a vessel should be reported 7 days, 72, 48, 24, and 4 hours before arrival. The port may be contacted
(BA NM 47/90) 5/91

Page 18—Line 43/L; read:
ing frequency Channel 6 and 67. Vessels should
(BA NM 47/90) 5/91

Page 33—Lines 22-24/L, read.
old surveys and caution is advised. A depth of 17.1m (56 ft.) was reported (1983) to lie about 1 $\frac{1}{2}$miles NE of Alger Island.
(39(556)90 Sydney) 5/91

Page 33—Lines 30-31/L; read:
A dangerous submerged rock of unknown depth lies about 6 miles NE of
(36(498)90 Sydney) 5/91

Page 33—Lines 5-8/R; read:
Island. A depth of 7.9m (26 ft.) lies about 5 $\frac{1}{2}$ miles NE of Alger Island.
(39(556)90 Sydney) 5/91

Page 40—Lines 31-32/L; read:
and difficult to sight, is marked on its S side by a lighted buoy and lies on the approach to Port Essington,
(45(639)90 Sydney) 5/91

Page 108—Lines 33-35/R; read:
Beagle Bay (16°52'S., 122°30'E.) is entered between North Head and Sandy Point, about 4 $\frac{1}{2}$ miles SW. The depths in the bay decrease
(35(494)90 Sydney) 5/91

Page 109—Line 8/L; insert after:
Caution.—Pearl culture activity is conducted in the bay. Pearl beds, which may be floating or fixed structures, and their associated moorings should be avoided. The beds are generally marked by buoys or beacons, which may be lit. Their positions are not charted.
(35(494)90 Sydney) 5/91

Page 130—Line 13/R; insert after:
Caution.—Two submerged wells, each marked by a lighted buoy, lie about 2 $\frac{1}{4}$ miles SSW and 1 $\frac{1}{4}$ miles SE, respectively, of Ashburton Island.
(35(495)90 Sydney) 5/91

Page 209—Line 18/L; insert after:
A depth of 8m (26 $\frac{1}{4}$ ft.) lies about 1 $\frac{1}{2}$ miles N of the NE end of Perforated Island.
(46(655)90 Sydney) 5/91

LAST NM 5/91

PUB 175 5 Ed 1989

Page 33—Lines 53-54/L; read:
gable width of 3 miles and with depths of from 16.5 to 38.4m (54 to 125 ft.) in the fairway, separates the
(48(673)90 Sydney) 6/91

LAST NM 6/91

PUB 175 5 Ed 1989

Page 5—Line 24/L; read:
S side has a depth of 7.6m (25 ft.).
(50(720(T))90 Sydney) 7/91

Page 152—Lines 20-21/L; read:
and about 3.7m (14 ft.) in depth, has been dredged across Southern Flats
(50(698)90 Sydney) 7/91

Page 254—Line 36/L; insert after:
Caution.—A dangerous wreck lies about 5 $\frac{1}{4}$ miles ESE of Oyster Point.
(50(699)90 Sydney) 7/91

Page 40—Lines 31-32/L; read:
and difficult to sight, lies on the approach to Port Essington.
(1(35)91 Sydney) 10/91

Page 40—Line 49/L; read:
miles NW of Smith Point. A monument, 8m (26 ft.) in height, stands on Smith Point.
(DMAHTC/MCNN) 10/91

Page 129—Lines 51-55/R; read:
Saladin Marine Terminal (21°27'S., 115°03' E.) is located on the E side of Thevenard Island. Saladin A and Saladin B, which are oil production platforms, are situated 2 miles and 1 $\frac{1}{4}$ miles, respectively, ENE of the E extremity of the island. Saladin C, another oil production platform, lies 2 miles SW of the E extremity of the island. Safety zones surround each production platform.

A lighted buoy marks the E side of a wellhead situated 1,400 yards S of the E end of the island; a lighted buoy also marks the W side of a wellhead situated 3 miles SW of the E extremity of the island.

A tanker mooring buoy is located about 3 $\frac{1}{2}$ miles NE of the E end of the island.

Pilotage is compulsory. Vessels should contact the terminal and maintain a listening watch on Channel 14 when within 100 miles of the pilot boarding position. The pilot boards about 6 $\frac{1}{4}$ miles NW of the W end of Thevenard Island.

Caution.— Oil pipelines connect Saladin A and Saladin B; pipelines also connect the E end of the island to Saladin A and Saladin B. A pipeline also connects the tanker mooring buoy to the E end of the island.
(BA NM 2-91) 10/91

Page 296—Line 13/R; insert after:
SALADIN MARINE TERMINAL 21 27S 115 03E 4.23
(BA NM 2-91) 10/91

Page 179—Line 52/R; read:
VHF, should be contacted 1 hour before arrival.
(BA NP 286(2), Vol. 6, Part 2) 11/91

Page 199—Lines 11-12/L; read:
Pilotage.—Pilotage is compulsory and should be requested at least 2 hours in advance. ETA should be given 24 hours in advance and
(BA NP 286 (2), Vol. 6, Part 2) 11/91

Page 224—Lines 13-14/R; read:
for pilot and ETA should be made 48 and 24 hours in advance The signal
(BA NP 286(2), Vol. 6, Part 2) 11/91

Page 233—Line 37/L; read:
sels. The pilot will board about 1 $\frac{1}{2}$ miles W of the
(BA NP 286(2), Vol. 6, Part 2) 11/91

Page 236—Line 47/R; read:
boards in a position about 1 $\frac{1}{2}$ miles W of Eastern
(BA NP 286(2), Vol. 6, Part 2) 11/91

Page 248—Lines 17-19/R; read:
ter, Port Adelaide. Eight hour advanced notice of arrival is required during normal working hours; 24-hour notice is required at other times. Berthing is permitted.
(BA NP 286(2), Vol. 6, Part 2) 11/91

Page 256—Line 19/R; insert after:
It is recommended that vessels berth during daylight hours only.
(BA NP 286(2), Vol. 6, Part 2) 11/91

Page 37—Lines 37-38/R; read:
veys are not complete, but irregular depths of 7.6 to 16.5m (25 to 54 ft.), coral, with overfalls in places,
(3(70)91 Sydney) 12/91

Page 5—Line 35/L; read:
Evans Landing has a depth of 9.3m (30 $\frac{1}{2}$ ft.) along-
(7(117(T))91 Sydney) 14/91

Page 5—Line 43/L; read:
depth alongside of 7.7m (25 $\frac{1}{4}$ ft.). The berth will
(7(117(T))91 Sydney) 14/91

Page 240—Lines 14-19/L; read:
Commonwealth Wharf, which fronts the town, is in ruins.
(7(114)91 Sydney) 14/91

Page 47—Line 38/R; read:
groves and trees. Elphinstone Reef, with a least depth of 1.2m (4 ft.) over it, lies
(US NM 44/88) 17/91

Page 125—Line 6/L; read:
ETA 7 days in advance, confirming 72, 48, and 24
(BA NM 11-91, Part VI) 21/91

Page 245—Lines 23-25/L; read:
In 1984, a depth of 20m (11 fm) was reported to lie about 4 miles NE of Lipton Reef. A depth of 7.9m (26 ft.) lies 1 mile SE and about $\frac{1}{2}$ mile W of Lipton Reef.
(11(153)91 Sydney) 21/91

Page 36—Line 41/L; read:
than 4m (13 ft.). Shoaling has also been reported (1991) extending up to 8 miles N of Hall Point.
(12(159)91 Sydney) 23/91

Page 37—Line 6/L; read:
island. A number of dangerous shoals exist within 9
(12(159)91 Sydney) 23/91

Page 122—Lines 14-15/L; read:
of the C1 light buoy and about 3 $\frac{1}{2}$ miles ENE of the seaward end of the ore jetty. Pilotage is
(12(161)91 Sydney) 23/91

Page 122—Lines 17-18/L; read:
and the boarding area ENE of the oil jetty; between
(12(161)91 Sydney) 23/91

PUB 175 5 Ed 1989 LAST NM 23/91

Page 156—Line 51/R; read:
located about 3 miles NW of the Fairway Landfall
(16(205)91 Sydney) 26/91

PUB 175 5 Ed 1989 LAST NM 26/91

Page 52—Line 39/L; read:
Two dangerous wrecks lie close
(20(248)91 Sydney) 27/91

PUB 175 5 Ed 1989 LAST NM 27/91

Page 254—Lines 21-22/L; read:
laide. The pilot embarks about 3 $\frac{1}{4}$ miles ENE of Giles Point. Notice of arrival is required 24 hours
(23(289)91 Sydney) 30/91

Page 254—Lines 29-30/L; read:
wide, with its center about 1 $\frac{1}{2}$ miles E of the pilot boarding position.
(23(289)91 Sydney) 30/91

Page 138—Lines 1-2/R; read:
Pilotage.—Pilotage is compulsory; there is no night berthing. The pilot embarks about 1 mile N of the wharf and remains onboard while the vessel is at the berth. The vessel's ETA must be given 10 days, 7 days, 4 days, 48 hours, 24 hours, and 12 hours in advance.
(BA NM 23/91, Part VI) 31/91

Page 142—Lines 41-42/R; read:
must be ordered 10 days in advance; the vessel's ETA should be sent 72, 48, and 24 hours in advance to ...
(BA NM 23/91, Part VI) 31/91

PUB 175 5 Ed 1989 LAST NM 31/91

Page 5—Line 20/L; read:
dredged to a depth of 10.2m (33 $\frac{1}{2}$ ft.). Cora Bank, with a
(25 (311(T)) 91 Sydney) 34/91

PUB 175 5 Ed 1989 LAST NM 34/91

Page 115—Line 34/R; read:
Caution.— A submerged wellhead lies about 56 miles WNW of Bedout Island.
(27(339)91 Sydney; US CH 74485) 35/91

Page 129—Lines 51-55/R; read:
Saladin Marine Terminal (21°27'S., 115°03'E.) is located on the E side of Thevenard Island. Saladin A and Saladin B, which are oil production platforms, are situated 2 miles and 1 $\frac{1}{4}$ miles, respectively, ENE of the E extremity of the island.

Saladin C, an oil production platform, lies 2 miles SW of the E extremity of the island. Yammaderry, another oil production platform, lies about 1 miles SW of Saladin C.

Note.— All the production platforms are surrounded by safety zones.

PUB 175 (continued)

A lighted buoy marks the E side of a wellhead situated 1,400 yards S of the E end of the island; a lighted buoy also marks the W side of a wellhead situated 3 miles SW of the E extremity of the island.

A tanker mooring buoy is located about 3 $\frac{1}{2}$ miles NE of the E end of the island.

Pilotage is compulsory. Vessels should contact the terminal and maintain a listening watch on Channel 14 when within 100 miles of the pilot boarding position. The pilot boards about 6 $\frac{1}{4}$ miles NW of the W end of Thevenard Island.

Caution.— Oil pipelines connect Saladin A and Saladin B; pipelines also connect the E end of the island to Saladin A and Saladin B. A pipeline also connects the tanker mooring buoy to the E end of the island.

Pipelines also connect Yammaderry with Saladin C and Saladin C with the E end of the island.

(26(327)91 Sydney; US 74517) 35/91

Page 129—Line 60/R; read:

this route.

Caution.— A lighted production platform, which is surrounded by a safety zone and connected to the E end of Thevenard Island by a submerged pipeline, stands about 2 $\frac{1}{2}$ miles ESE of the E end of Brewis Reef. The platform lies close N of the charted preferred route to the port of Onslow.

(25(327)91 Sydney; US CH 74517) 35/91

PUB 180 1Ed 1983 NEW PUBLICATION

Page 231—LIne 18/R; read:

See Chapter 4 for information on Voyage Plan- (DMAHTC Code NVP) 47/83

PUB 180 1Ed 1983 LAST NM 47/83

Page 234—Line 38/L; insert after:

AREAS PROHIBITED TO ANCHOR, FISH WITH BOTTOM GEAR, UNDERWATER AND EXCAVATION WORK, UNDERWATER EXPLOSIONS AND PROCEEDING WITH ANCHOR TRAILING.

PORT ARKHANGEL'SK-DVINSKIY ZALIV

1. **Region 167.**–Region is defined and bound by the following bearings and distances from Chizhovskiye Rear Range Light (64°41.7'N., 40°32.3'E.):
   a. 026°, 780 yards;
   b. 020°, 1020 yards;
   c. 031°, 900 yards;
   d. 040°, 900 yards.

2. **Region 168.**–Region is defined and bound by the following bearings and distances from the Sredne-Krivyakskiye Rear Range Light (64°41.4'N., 40°29.1'E.):
   a. 013°, 1100 yards;
   b. 353°, 1300 yards;
   c. 001°, 1500 yards;
   d. 017°, 1300 yards.

3. **Region 169.**–Region is defined and bound by the following bearings and distances from Povrakulskiye Rear Range Light (64°39.6'N., 40°31.9'E.):
   a. 223.5°, 700 yards;
   b. 240°, 580 yards;
   c. 225°, 280 yards;
   d. 191.5°, 560 yards.

(continued on next page)

4. **Region 170.**–Region is defined and bound by the following bearings and distances from Birzhevoy Light Beacon (64°37.8'N., 40°30.5'E.):
   a. 010°, 700 yards;
   b. 003°, 1000 yards;
   c. 023°, 1180 yards;
   d. 131°, 900 yards.

5. **Region 171.**–Region is defined and bound by the following bearings and distances from Amosovskiye Rear Range Light (64°37.1'N., 40°29.6'E.):
   a. 348°, 740 yards;
   b. 343°, 960 yards;
   c. 358.3°, 1020 yards;
   d. 005°, 840 yards.

6. **Region 172.**–Region is defined and bound by the following bearings and distances from Amosovskiye Rear Range Light (64°37.1'N., 40°29.6'E.):
   a. 298°, 420 yards;
   b. 285.5°, 660 yards;
   c. 307°, 840 yards;
   d. 321.5°, 620 yards.

7. **Region 109.**–Region is defined and bound by the following bearings and distances from Khabarovskiye Rear Range Light (64°34.8'N., 40°28.7'E.):
   a. 034.5°, 440 yards;
   b. 092°, 1000 yards;
   c. 094.5°, 1240 yards;
   d. 123.5°, 1580 yards;
   e. 136.5°, 1040 yards;
   f. 151°, 680 yards;
   g. 202°, 360 yards.

8. **Region 110.**–Region is defined and bound by the following bearings and distances from Khabarovskiye Rear Range Light (64°30.8'N., 40°30.9'E.):
   a. 320°, 1.63 miles;
   b. 332°, 1.51 miles;
   c. 354.5°, 1.48 miles;
   d. 356.5°, 1.36 miles;
   e. 333°, 1.31 miles;
   f. 312°, 1.54 miles;
   g. 312.5°, 1.62 miles.

9. **Region 174.**–Region is defined and bound by the following bearings and distances from Khabarovskiye Rear Range Light (64°30.8'N., 40°30.9'E.):
   a. 284°, 3.38 miles;
   b. 286°, 3.8 miles;
   c. 293.5°, 3.53 miles;
   d. 290.5°, 3.18 miles;

10. **Region 110.**–Region is defined and bound by the following bearings and distances from Khabarovskiye Rear Range Light (64°30.8'N., 40°30.9'E.):
   a. 069°, 1.01 miles;
   b. 053.5°, 1.28 miles;
   c. 069°, 1.87 miles;
   d. 089.5°, 1.62 miles; 52/83

PUB 180 1Ed 1983 LAST NM 52/83

Page 233—Line 48/R; read:
(d) 73°21.6'N., 54°04.4'E.
(DMAHTC Code NVP) 53/83

PUB 180 1Ed 1983 LAST NM 53/83

Page 300—Line 7/L; read:
once to COMINTICEPAT GROTON CT via
(DMAHTC Code NVP) 16/84

Page 300—LInes 16-34/L; read:
The following tables describe icebergs reported to the Ice Patrol:

NAME		DESCRIPTIVE (feet)	(meters)	(feet)	(meters)
Growler	(G)	<17	<5	<50	<15
Small Berg	(S)	17–50	5–15	50–200	15–60
Medium Berg	(M)	51–150	16–45	201–400	61–122
Large Berg	(L)	151–240	46–75	401–670	123–213
Very Large Iceberg	(V)	>240	>75	>670	>213

(continued on next page)

TYPE SHAPE		DESCRIPTION
Non-Tabular	(N)	This category covers all icebergs that are not tabular-shaped as described be low. This included bergs dome-shapted, sloping, blocky, and pinnacle.
Tabular	(T)	Flat topped iceberg with length-height ratio great than 5:1.

(DMAHTC Code NVP) 16/84

Page 300—Lines 39-40/L; read:
mander, International Ice Patrol, Avery Point, Groton, CT 06340. Please indicate the fre-
(DMAHTC Code NVP) 16/84

Page 300—Lines 47-48/L; read:
hours when within latitudes 40°N. to 52°N. and longitudes 38°W. to 58°W. Ships with one radio operator
(DMAHTC Code NVP) 16/84

Page 300—Line 7/R; read:
perature to COMINTICEPAT GROTON CT
(DMAHTC Code NVP) 16/84

Page 300—Line 19/R; read:
Patrol Office in Groton, CT throughout the season.
(DMAHTC Code NVP) 16/84

Page 300—Line 21/R; read:
203-445-8501 (Ice Patrol Duty Officer)
(DMAHTC Code NVP) 16/84

Page 300—Lines 25-50/R; read:
1. The International Ice Patrol strives to locate and track icebergs south of 52°N. and especially those south of the Grand Banks of Newfoundland. When the size, description and time of sighting of icebergs are reported to I.I.P. the data is entered into a computer program which predicts the drift of the iceberg. As the time after sighting increases, so does the probability that there is some error in the predicted position of the iceberg. The date of the last report on an iceberg is reported in the message bulletin.

2. The purpose of our messages and charts is to advise mariners of our best estimate of the extent of icebergs in the region of the Grand Banks of Newfoundland. The iceberg positions represented within the estimated limits line are intended only to give the mariner an understanding of the relative densities of iceberg distribution. Any attempt to navigate among icebergs within the estimated limits on the basis of the facsimile charts or the message bulletins is strongly discouraged.

3. While the International Ice Patrol attempt to be most accurate in reporting the presence if icebergs to mariners, it is not possible to assure that all icebergs are reported. Mariners are strongly urged to use radar carefully, but not to rely entirely upon it to detect icebergs. There is no substitute for vigilance and prudent seamandship when navigating near sea ice, and icebergs.
(DMAHTC Code NVP) 16/84

PUB 180 1Ed 1983 LAST NM 16/84

Page 29—Line 32/R; insert after:
Special Warning Signals.–Foreign naval vessels intending to enter waters of the U.S.S.R. or visit U.S.S.R. ports should obtain a copy of "Regulations for Foreign Naval Vessels Navigating and Remaining in the Territorial or Internal Waters of the U.S.S.R. or Visiting U.S.S.R. Port". These regulations are published as a U.S.S.R. Annual Notice to Mariners.

The following signals are used by U.S.S.R. naval vessels to warn foreign naval vessels that they have violated these regulations:

1. Warning Signals to foreign surface naval vessels and submarine on the surface.

SNG.–You have violated the state border of the U.S.S.R. I demand that you leave U.S.S.R. waters immediately.

(continued on next page)

SNO.–I demand that you leave U.S.S.R. waters immediately. Unless you do so, force of arms will be used against you.

SNP.–You are violating the Reglations for navigating and remaining in U.S.S.R. waters. I demand that you cease violations.

SNR.–Despite warnings, you continue to violate the Regulations for navigating and remaining in U.S.S.R. waters. You are to leave them immediately.

By day these signals will be made by flags of the International Code of Signals. By night they will be made in Morse Code by signal lamp. In addition, the signals may be transmitted by RT in plain language on 500 kHz, 2182 kHz and 156.8 MHz, as well as by voice using megaphone or any other amplifying device.

2. Warning signals to foreign submarines which are submerged.

A series of three explosions at one minute intervals, followed after an interval of three minutes by a second series of three explosions.–You are in U.S.S.R. waters; I demand that you surface immediately. Unless you comply with this order in ten minutes, force of arms will be used against you.

An acoustic signal by sonar may be given simulteneously, with the same meaning as above. The signal will consist of five dashes, each dash three seconds long, interval between dashes-three seconds.
(HNNP 0021/85) 35/85

Page 231—Lines 20-21/R; read:

Note.–The U.S.S.R. has promulgated warning signals for foreign naval vessels navigating within territorial waters of the U.S.S.R., See Chapter 1, "Special Warning Signals", for details.
(HNNP 0021/85) 35/85

Page III—Line 49/L; insert after:

SPECIAL WARNINGS.—A Special Warning may be in force for the geographic area covered by this publication. Special Warnings are printed in the weekly Notice to Mariners upon promulgation and are reprinted annually in Notice to Mariners No. 1. A listing of Special Warnings currently in force is printed in each weekly Notice to Mariners, Section III, Broadcast Warnings, along with the notice number of promulgation. In force Special Warnings are also available on NAVINFONET.
(DMAHTC/MCNN) 37/90

PUB 180 1 Ed 1983 LAST NM 37/90

Page II—Line 15/R; read:
ATTN: PMSA, Washington, D.C., 20315-0010.
(DMAHTC/MCNN) 50/90

Page III—Line 16/L; read:
Defense Directive 5105.40, dated 12 December 1988,
(DMAHTC/MCNN) 50/90

PUB 180 1 Ed 1983 LAST NM 37/90

Page 19—Line 52/L; read:
Jaerens merke Beacon 58°45.2'N., 05°29.9'E.
(Nor SD 3a 1990) 51/90

Page 19—Lines 11-12/R; read:

Mijanes Light	61°00.1'N., 05°01.3'E.
Syllingsvag Light	60°59.6'N., 04°55.1'E.
Sogneuksen Light	60°56.9'N., 04°45.8'E.
Holmengra Light	60°50.6'N., 04°39.1'E.
Magoy Light	60°47.5'N., 04°40.2'E.
Hellisoy Light	60°45.1'N., 04°42.7'E.

(Nor SD 3a 1990) 51/90

PUB 181 4 Ed 1991 NEW EDITION

(DMAHTC/MCNN) 9/91

Pages 5-208/ strike out.
Line numbers.
(DMAHTC/MCNN) 9/91

PUB 181 4 Ed 1991 LAST NM 9/91

Page 62—Line 25/L; insert after:
Leading lights, in line 094°, are shown at the harbor.
(50(1795)90 Kobenhavn) 10/91

PUB 181 4 Ed 1991 LAST NM 10/91

Page 202—Line 35/L; read:
the extremity of Hvanney.
Caution.—A dangerous wreck lies about 4 $\frac{1}{4}$ miles WSW of Hvanney light. A reef with depths of
(11(790)91 Taunton; US CH 38620) 21/91

PUB 181 4 Ed 1991 LAST NM 21/91

Page 159—Line 49/L; read:
from which a racon transmits is shown from Ondverdarnes.
(12(866)Taunton) 22/91

PUB 182 2 Ed 1988 NEW EDITION

(DMAHTC) 15/88

PUB 182 2 Ed 1988 LAST NM 15/88

Page 150—Lines 34-36/R; read:
Pilots.— Pilot boards 1 mile NNW of Grip Light (63°14.0'N., 07°36.7'E.), but if heavy swell, vessel will be directed into smooth water by pilot boat. Contact pilot office at Kristiansund.
(DMAHTC/MCNN) 10/89

PUB 182 2 Ed 1988 LAST NM 10/89

Page 29—Lines 16-20/R; read:
Pilots.— The Pilot Center on Kvitsoy coordinates traffic on the W coast with the exception of traffic to and from Sture and Mongstad, which is arranged through Fedje Pilot Station.
Pilot boarding places are Tananger, 58°50'N., 05°00'E., and Skudenesfjorden, 59°05'N., 05°00'E.
(Nor SD 3a 1990) 46/90

Page 30—Line 16/L; read:
sholme through a channel with a least depth of 6.5m (21 $\frac{1}{3}$ ft.)
(Nor SD 3a 1990) 46/90

PUB 182 (continued)

Page 31—Lines 27-36/L; read:
Settlement on the islands is concentrated at two locations, Ytstabohamn and Leiasundet. Ytstabohamn is located on the S side of Kvitsoy and Leiasundet is located on the W side of Kviting.
Kvitsoy radio station stands on Krakoy (Krokoy) about $\frac{1}{2}$ mile E of Kvitsoy. The radio masts are up to 125m (410 ft.) high.
(Nor SD 3a 1990) 46/90

LAST NM 46/90

PUB 182 2 Ed 1988

Page 68—Line 33/L; read:
nel is narrow and has a least depth of 4.5m ($14\frac{3}{4}$ ft.).
(Nor SD 3a 1990) 51/90

Page 68—Lines 37-38/R; read:
43m (141 ft.) long with alongside depths of 7.8 to 19.3m ($25\frac{1}{2}$ to $63\frac{1}{4}$ ft).
(Nor SD 3a 1990) 51/90

LAST NM 51/90

PUB 182 2 Ed 1988

Page 163—Line 37-40/R; read:
Sea Pilots are available on a 24 hour basis. Send request 2 hours in advance through Lodingen. For northbound vessels, pilot boards 2.4 miles WNW of Andersbakken. By agreement the pilot will board in position 66°15.3'N., 12°36.7'E. Pilotage provided for vessels proceeding north/south.
(BA NM 50/90) 6/91

LAST NM 6/91

PUB 182 2 Ed 1988

Page 171—Line 27/L; read:
area is free of dangers; however, a 7.6m (25 ft.) patch
(3(187)91 Stavanger) 13/91

PUB 183 2 Ed 1989 NEW EDITION

(DMAHTC) 43/89

LAST NM 43/89

PUB 183 2 Ed 1989

Page 55—Line 47/L; read:
The
(11(793)91 Taunton) 21/91

LAST NM 21/91

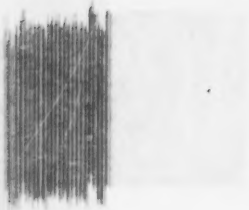
PUB 183 2 Ed 1989

Page 35—Lines 22-23/L; read:
position close W. Mys Kamennyy lies about 8 miles SE of Mys Chesmenskiy.
(US NM 26/90) 23/91

PUB 190 3 Ed 1990 NEW EDITION

(DMAHTC/MCNN) 43/90

Pages 1-333/strike out.
Line numbers.
(DMAHTC/MCNN) 43/90



Page 15—Line 37/L; read:
gium, Luxembourg and Germany to the N
(DMAHTC/MCNN) 50/90

PAGE 57—Line 4/R; read:
1.74 GENERAL.— Poland is bounded by
(DMAHTC/MCNN) 50/90

Page 174—Lines 41-42/L; read:
Belgium, Netherlands and Germany.— The
winter wind sea-
(DMAHTC/MCNN) 50/90

Page 174—Line 44/L; read
Netherlands and Germany. The relatively
(DMAHTC/MCNN) 50/90

Page 175—Line 38/R; read:
the coast of Germany where strongest winds
(DMAHTC/MCNN) 50/90

Page 176—Line 50/L; read:
German and Danish shores to the mid 40's
(DMAHTC/MCNN) 50/90

Page 176—Line 53/L; read:
way, Germany and the Low Countries to the
(DMAHTC/MCNN) 50/90

Page 176—Line 14/R; read:
Germany. This average jumps to 20-35 days
(DMAHTC/MCNN) 50/90

Page 177—Line 25/R; read:
along the Low Countries to Germany. On
(DMAHTC/MCNN) 50/90

Page 179—Line 15/L; read:
of Germany southeast through west winds at
(DMAHTC/MCNN) 50/90

Page 179—Line 42/L; read:
afternoon. On the coast of Germa-
(DMAHTC/MCNN) 50/90

Page 179—Line 35/R; read:
other locations. Summer winds on the German
(DMAHTC/MCNN) 50/90

Page 180—Line 34/L; read:
German coast blow most frequently from a
(DMAHTC/MCNN) 50/90

Page 180—Line 24/R; read:
coasts of Germany fog is also reported
(DMAHTC/MCNN) 50/90

Page 181—Line 18/L; read:
along the German coast. The conti-
(DMAHTC/MCNN) 50/90

PUB 190 (continued)

Page 283—Line 56/L; read:
(continued) - German and
(DMAHTC/MCNN) 50/90

PUB 190 3 Ed 1990 LAST NM 50/90

Page 40—Lines 32-33/read:
sistance is provided only by special permission.
(Notice on the Swedish Ice-breaking
Service 1990-1991) 3/91

Page 40—Line 52/read:
the ice breaker providing assistance, ships shall monitor their radios continuously.
Unless special reasons indicate otherwise, ships in need of help will be assisted in the following order, no matter what their nationality:
(Notice on the Swedish Ice-breaking
Service 1990-1991) 3/91

PUB. 190 3 Ed. 1990 LAST NM 3/91

Page 274—Line 19/R; insert after:
Single Well Oil Production System (SWOPS). — For substantial periods of time a well may be serviced by a tanker which is dynamically positioned over it. When oil recovery is in progress the tanker is lighted as an offshore installation.
(17(1272)90 Taunton) 33/91

PUB 191 6 Ed 1991 NEW EDITION

(DMAHTC/MCNN) 16/91

Pages 13-182/strike out.
Line numbers
(DMAHTC/MCNN) 16/91

PUB 191 6 Ed 1991 LAST NM 16/91

Page 18—Lines 16-17/R; read:
age at least 12 hours in advance, with amendment up to 3 hours in advance. If the vessel is unable
(BA NM 7/91, Section VI) 20/91

Page 46—Line 14/R; read:
Eastward No Man's Land Fort, Nab Tower
(BA NM 2/91, Section VI) 20/91

Page 128— Line 42/L; read:
length, with a draft of 10m (32 ft.).
(DMAHTC/MCNN) 20/91

Page 128—Line 45/L; read:
drafts of 11.5m (37 ft.).
(BA NP 27, Supp No. 2-88) 20/91

Page 128—Line 48/L; read:
alongside drafts of 10m (32 ft.).
(DMAHTC/MCNN) 20/91

Page 131—Lines 34-35/L; read:
or within the channels marked as "Navigation Regulated" on the chart.
(DMAHTC/MCNN) 20/91

Page 157—Line 9/R; read:
the pilot vessel. Vessels from the E should anchor E of the "E2" buoy.
(US CH 37125) 20/91

Page 175—Lines 4-5/L; read:
into two channels and is marked by a Lanby off the NE end, and light buoys.
(DMAHTC/MCNN) 20/91

Page 175—Line 45/L; read:
A buoy is moored about 2 miles SSE from
(DMAHTC/MCNN) 20/91

PUB 191 6 Ed 1991 LAST NM 20/91

Page 15—Lines 12-13/R; read:
marked. Although there is a least depth of 9.9m (32 $\frac{1}{2}$ ft.) on the range through St. Mary's Sound,
(12(864)91 Taunton) 22/91

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PUB 191 (continued)

Page 141—Line 16/R; insert after:
Several dangerous wrecks, with depths of 4 to 7.9m (13 to 26 ft.) over them and best seen on the chart, lie in the vicinity of the pilot boarding and anchorage areas.
(US CH 37112; 13(933)91 Taunton) 22/91

PUB 191 6 Ed 1991 LAST NM 20/91

Page 39—Line 12/R; read:
about 2 miles NE of "A" Head (50°35.13'N.,
(BA NM 14/91 Part VI) 23/91

Page 40—Line 9/R; read:
is about 2 miles NE of "A" Head (50°35.13'N., 2°25'W.).
(BA NM 14/91 Part VI) 23/91

PUB 192 5 Ed 1989 NEW EDITION

(DMAHTC/MCNN) 52/89

PUB 192 5 Ed 1989 LAST NM 52/89

Pages 33-293/strike out.
Line numbers.
(DMAHTC/MCNN) 46/90

Page 134—Graphic/strike out.
Replace with Graphic from back of Section 1.
(35(2447P)90 Taunton; Neth NM 449/90) 46/90

Page 211—Lines 12-25/R; read:
The Deep-water routes and Traffic Separation Schemes (TSS) described below are all IMO-adopted and in effect at 1200 gmt 1 December 1990. They may be seen on the graphic at the front of Sector 6 and in detail on the charts of the area.

A Deep-water route, the limits of which are shown on the chart, leads N from the vicinity of Noord Hinder Light-vessel and separates into E and W branches.

N., 2°40'E.) then, in conjunction with the Off Botney Ground TSS, NE and ENE to the W end of the Friesland Junction Precautionary Area; the least depth in this branch was reported to be 28m (92 ft.) (1973).

The E branch, in conjunction with the Off Brown Ridge TSS and West Friesland TSS, leads NNE and NE to the S side of the Friesland Junction Precautionary Area where the route reunites; the least depth in this branch was reported to be 26.5m (87 ft.) (1987).

The East Friesland TSS then continues E from the E end of the Friesland Junction Precautionary Area marked by lightbuoy EF (54°03'N., 5°00'E.) to the TW1
(35(2447P)90 Taunton; Neth NM 449/90) 46/90

Page 212—Lines 19-22/L; strike out:
(35(2447P)90 Taunton; Neth NM 449/90) 46/90

Page 212—Line 28/L; read:
The East Friesland TSS and Deutsche Bucht Light-vessel, Western Ap-
(35(2447P)90 Taunton; Neth NM 449/90) 46/90

PUB 192 5 Ed 1989 LAST NM 46/90

Page 137—Line 39/L; read:
Baltic Seas. The least depth in the Deep Water Route lies at the S end in the vicinity of Latitude 52°N and was reported in 1990 to be 26.8m (88 ft.). See Sector 8 for least depths in the Deep Water Route branches N of Noord Hinder Light-vessel.
(40/90 Taunton) 52/90

Page 211—Lines 12-25/R; read:
The Deep-water routes and Traffic Separation Schemes (TSS) described below are all IMO-adopted and in effect at 1200 GMT 1 December 1990. They may be seen on the graphics at the front of Sector 6 and in detail on the charts of the area.

A Deep-water route, the limits of which are shown on the chart, leads N from the vicinity of Noord Hinder Light-vessel and separates into E and W branches.

The W branch leads N to the DR1 lightbuoy (53°04'N., 2°40'E.) then, in conjunction with the Off Botney Ground TSS, NE and ENE to the W end of the Freisland Junction Precautionary Area; the least depth in this branch was reported in 1990 to be 27.5m (90 ft).

The E branch, in conjunction with the Off Brown Ridge TSS and West Freisland TSS, leads NNE and NE to the S side of the Friesland Junction Precautionary Area where the route reunites: the least depth in this branch was reported in 1990 to be 23.5m (77 ft.).

The East Friesland TSS then continues E from the E end of the Friesland Junction Precautionary Area marked by lightbuoy EF (54°03'N., 5°00'E.) to the TW1
(40/90 Taunton) 52/90

PUB 192 5 Ed 1989 LAST NM 46/90

Page 231—Line 21/R; read:
Jadelotse Wilhelmshaven through Norddeich
(Ger NM 39/90) 1/91

PUB 192 5 Ed 1989 LAST NM 52/90

Page 279—Lines 1-4/L; read:

Pilotage.— Pilotage is mandatory for vessels over 500 GRT intending to enter Busum. The following are mandatory:

1. Report 48 hours in advance to: ALW Heide, Aussenstelle Sperrwerk Busum, Segeltorn stating:
   a. Vessel's name
   b. Call sign
   c. GRT
   d. Displacement tonnage
   e. Length and breadth
   f. Draft
   g. Last port
   h. ETA.

   Additionally, if vessel is carrying dangerous cargo:
   i. Type of cargo
   j. Danger classification
   k. UN number
2. Changes to ETA should be notified immediately
3. Request pilot for the Suderpiep main channel and Busum harbor 6 hours in advance through the agent. Vessels coming from the Kiel Canal or the Elbe above Brunsbuttel may embark the pilot at Brunsbuttel.
4. Inform the Harbormaster 24 hours in advance of departure or of any towing activity.
5. Obtain permission from the Harbormaster before

1,000m (1,100 yds.).
(BA RA Vol.6, 1989, BA NM38/90, 46/90) 3/91

PUB 192 5 Ed 198 LAST NM 3/91

Page 62—Line 19/R; insert after:
Caution.— A dangerous wreck, marked on its E side by a lighted buoy, lies about 1,700 yards SE of the westernmost platform of Viking Gas Field.
(4(244)91 Taunton) 14/91

PUB 192 5 Ed 1989 LAST NM 14/91

Page 62—Line 19/R; read:
Caution.— A dangerous wreck, with a least reported depth of 12.4m (40 $\frac{1}{2}$ ft.) over it, lies about 1,700 yards SE of the westernmost platform of Viking Gas Field.
(7(485)91 Taunton) 17/91

Page 276—Line 24/L; insert after:
A dangerous wreck, with a wire-swept least depth of 2m (6 $\frac{1}{2}$ ft.) over it, lies about 23 miles NW of Nordsee Platform. The wreck is marked close N, E, S, and W by lighted buoys; a racon transmits from the W buoy. Vessels should not approach the wreck within a distance of 1 $\frac{1}{2}$ miles.
(US NM 14/91; 7 (490)91 Taunton) 17/91

PUB 192 5 Ed 1989 LAST NM 17/91

Page 139—Line 19/L; read:
the harbor; a radiobeacon transmits from a position about 260 yards NNE of the light
(10(719)91 Taunton) 19/91

Page 140—Line 6/R; read:
range. A stranded wreck, marked close N by a lighted buoy, lies about 1$\frac{3}{4}$ miles NE of the harbor entrance breakwaters.
(10(718)91 Taunton) 19/91

Page 192—Line 20/L; insert after:
Caution.— A stranded wreck, marked close SW by a lighted buoy, lies about 1 $\frac{1}{4}$ miles SW of the head of the W breakwater.
(5(90)91 's-Gravenhage) 19/91

PUB 192 5 Ed 1989 LAST NM 19/91

Page 86—Lines 34-36/R; read:
Southend and Warp deep draft anchorage (51°31'N., 0°56'E.); Oaze small ship anchorage (51°31'N.,
(11(781)91 Taunton) 21/91

Page 86—Lines 39-40/R; read:
The Knob
(11(781)91 Taunton) 21/91

Page 114—Line 20/R; read:
(41 ft.) at its E end to 10m (32 $\frac{3}{4}$ ft.) at its W end, although depths of 9.3 and 9.6m (30 $\frac{1}{2}$ and 31 $\frac{1}{2}$ ft.) have been reported (1990) in its W end.
(11(780)91 Taunton) 21/91

Page 124—Line 35/R; read:
1.3m (4 $\frac{1}{4}$ ft.). This depth is about 1,250 yards NW of
(11(779)91 Taunton) 21/91

Page 258—Line 32/L; read:
German Bight (paragraph 8.01), for information and regulations con-
(DMAHTC/MCNN) 21/91

Page 281—Lines 38-39/L; read:
edge. The positions of the sandbanks in the channel are frequently changing.
(Ger NM 9/91) 21/91

Page 142—Line 20/R; read:
nation should be sent 1 hour in advance through
(BA NM 12/91, Part VI) 22/91

PUB 192 5 Ed 1989 LAST NM 22/91

Page 42—Line 3/L; insert after:
It has been reported (1991) that the bridge's lift span is being converted to a fixed span in a permanently down position.
(MCNN RS 011/91) 23/91

PUB 192 5 Ed 1989 LAST NM 23/91

Page 92- -Line 30/R; read:
depth of 6.6m (21 $\frac{1}{2}$ ft.) (1991) at the bar at the SE
(14(988)91 Taunton) 24/91

PUB. 192 5 Ed . 1989 LAST NM 24/91

Page 7—Line 55/L; insert after:
OUTLYING DANGERS

Argyll Oil Field (56°10'N., 2°47'E.) lies about 180 miles E of the Isle of May. A floating production platform and an offshore tanker loading buoy are moored in the field.

Duncan Oil Field (56°10'N., 2°37'E.) and **Innes Oil Field** (56°16'N., 2°40'E.) lie close W and about 7 miles NW, respectively, of Argyll Oil Field.

For oil and gas fields in the Norwegian sector N and NE of the above fields, see Pub. 182 Sailing Directions (Enroute) for the North and West Coasts of Norway.

For oil and gas fields in the North Sea, NW of the above fields, see Pub. 141 Sailing Directions (Enroute) for Scotland.
(BA NP 54 Supp 9-89) 33/91

Page 51—Line 41/R; insert after:

Ravenspurn Gas Field (54°03'N., 0°54'E.), **Ravenspurn North Gas Field** (54°02'N., 1°06'E.) and **Cleeton Gas Field** (54°02'N., 0°44'E.) lie between 29 and 42 miles E of Flamborough Head; submarine pipelines connect the platforms located within the fields.

(BA NP 54, Supp 9-89) 33/91

Page 62—Line 18/L; insert after:

Amethyst Gas Field (53°37'N., 0°43'E.) lies near the N end of Silver Pit about 20 miles E of Spurn Head.

Clipper Gas Field (53°28'N., 1°44'E.) lies in the vicinity of Coal Pit.

Barque Gas Field (53°37'N., 1°32'E.) lies in the vicinity of Sole Pit and a submarine pipeline extends from the field to the production platform at the Clipper Gas Field.

(BA NP 54, Supp 9-89) 33/91

Page 62—Line 6/R; insert after:

Audrey Gas Field (53°32'N., 2°01'E.) lies in the vicinity of Swarte Bank.

(BA NP 54, Supp 9-89) 33/91

Page 62—Line 52/R; insert after:

Anglia Gas Field (53°11'N., 1°56'E.) lies at the NW extremity of Ower Bank.

(BA NP 54, Supp 9-89) 33/91

Page 63—Line 50/L; read:

Welland Gas Field (53°00'N., 2°40'E.) lies close SE of Yare Gas Field.

Hewett Gas Field and **North Hewett Gas Field** lie at the NW end of the N

(BA NP 54, Supp 9-89; 26 (1836) 90 Taunton) 33/91

Page 63 - Lines 3/R; read:

Della Gas Field (53°05'N., 1°54'E.) lies close NE of Hewett Gas

(BA NP 54, Supp 9-89) 33/91

Page 283—Lines 48-53/L; read:

Outlying Dangers—Dan, Skjold, Gorm, Tyra and **Rolf** oil and gas fields are located within 15 miles of position 55°35'N., 4°45'E. and consist of several production platforms and wells connected by submarine pipelines. Submarine oil and gas pipelines extend E from the fields to the coast and may best be seen on the chart. A few of the platforms are equipped with a racon and an aeronautical radiobeacon.

For oil and gas fields lying NW of the above fields, see Pub. 182 Sailing Directions (Enroute) for the North and West Coasts of Norway.

(BA NP 55, Supp 3-89; DMAHTC/MCNN) 33/91

PUB 193 5 Ed 1989 NEW EDITION

(DMAHTC/MCNN) 4/90

Pages 3-253/Strike out.

Line numbers

(DMAHTC/MCNN) 4/90

PUB 193 5 Ed 1989 LAST NM 4/90

Page 241—Lines 10-24/R; read:

Requests for pilots should be sent at least 3 hours in advance. Pilot boards in one of the following positions:

a. 1 mile NW of Svitringen Rende S light

b. near No. 7 light buoy (56°50.9'N., 10°48'E.)

c. 8 miles N of Svitringen Rende S light.

Pilots are available 24 hours. The pilot vessel and pilot station are equipped with VHF.

Pilotage is compusory from Hals Barre light to the Aalborg harbor area for the following vessels:

a. all vessels with a draft of 6m (19 $\frac{2}{3}$ ft.) and over

b. all tankers of 1500 dwt and over

c. tankers of under 1500 dwt carrying (or with uncleaned tanks which last carried) ammonia or dangerous liquid chemicals

d. all gas tankers.

(DMAHTC/MCNN) 40/90

PUB 193 (continued)

Page 259—Lines 14-18/L; read:
minde and can be contacted on VHF, channels 16, 12 and 13. Pilot boards vessels bound for Horsens off As Hoved. Pilotage is controlled by Lillebaelt Pilots.
(DMAHTC/MCNN) 40/90

PUB 193 5 Ed 1989 LAST NM 46/90

Page 226—Line 29/R; read:
depth of 6.6m (21 $\frac{2}{3}$ ft.), with a width of 30m (98 ft.),
(Dan Harbor Pilot) 47/90

Page 226—Lines 32-34/R; read:
dredged to a depth of 6.6m (21 $\frac{2}{3}$ ft.), and can accommodate vessels up to 110m (361 ft.) in length and 6.6m (21 $\frac{2}{3}$ ft.) draft.
(Dan Harbor Pilot) 47/90

PUB 193 5 Ed 1989 LAST NM 47/90

Page 130—Lines 48-50/L; read:
The bridge opens for pleasure traffic at 0600, 0900, 1200, 1800 and 2100 local time. The bridge is closed to all waterway traffic during the periods Mon. - Fri.: 0630-0730, 1515-1630 local time. Between 2100-0600 local time the bridge will be opened on request.
(BA NM 48/90) 5/91

PUB 193 5 Ed 1989 LAST NM 5/91

Page 208—Lines 42-45/R; read:
Depths.— The shallowest depth in the approach is 7.5m (24 $\frac{1}{2}$ ft.) The depth in the entrance, the outer harbor and the outer harbor basin, and in a part of Central Basin 1, is now 7.5m (24 $\frac{1}{2}$ ft.). The largest vessel that can normally enter the harbor is 125m (410 ft.) long, 25m (82 ft.) beam and 7.5m (24 $\frac{1}{2}$ ft.) draft.
(50(1787) 90 Kobenhavn) 10/91

Page 209—Lines 1-2/L strike out.
(DMAHTC/MCNN) 10/91

Page 209—Lines 1-2/R; strike out.
(DMAHTC/MCNN) 10/91

PUB 193 5 Ed 1989 LAST NM 10/91

Page 149—Line 34/R; read:
one quay, with
(2(124)91 Norrkoping) 12/91

Page 309—Line 13/R; read:
Potter Cove lies about 2 miles SE of Marion Cove,
(US CH 29101) 12/91

Page 320—Lines 17-20/L; read:
Svip Rocks (62°35'S., 61°38'W.), submerged, existence doubtful, lie in the NW approach to Morton Strait, about 7 $\frac{1}{2}$ miles W of Cape Sheffield, the NW point

PUB 193 (continued)

of Rug-
(US NM 52/87) 12/91

Page 434—Line 17/L; strike out.
(DMAHTC/MCNN) 12/91

Page 442—Line 27/L; insert after:
MARION COVE 62 13S 58 48W 309
(US CH 29101) 12/91

PUB 193 5 Ed 1989 LAST NM 12/91

Page 215—Line 13/R; add:
In 1991, a dangerous mine was reported to exist in position approximately 1 mile SSW of Anholt E point light-structure. Anchoring, fishing, and trawling is prohibited within the radius of $\frac{1}{2}$ mile from the position.
(Denmark NM 6/91) 16/91

PUB 194 5 Ed 1989 NEW EDITION

Pages 5-320/Strike out.
Line numbers
(DMAHTC/MCNN) 4/90

PUB 194 5 Ed 1989 LAST NM 4/90

Page 19—Line 35/R; read:
has a least depth of 7.4m (24.3 ft.) on the alignment of
(DMAHTC/MCNN) 6/90

Page 29—Line 20/L; insert after:
Ships or any floating equipment whose height above the waterline exceeds 35m (115 ft.) may endanger aircraft landing at or taking off from Kastrup airport. Reports are to be made from any such vessel to the control tower via Lyngby Radio 2 hours before passing the dredged channel at Drogden off Amager.
(DMAHTC/MCNN) 6/90

Page 187—strike out:
legend "under construction", fill dashed lines on N outer breakwater.
(DMAHTC/MCNN) 6/90

Page 195—Line 8/L; read:
Vessels of 7m (23 ft.) draft, and 36m (118 ft.)
(DMAHTC/MCNN) 6/90

Page 195—Line 19/L; read:
mean sea level is 7.7m (25 1/4 ft.). The channel mark-
(DMAHTC/MCNN) 6/90

Page 195—Lines 43-44/L; read:
7m (23 ft.) require tug assistance to clear the channel passage. Ships should not travel in darkness if their dimensions exceed a length of 150m (492 ft.) in length, 22m (72 ft.) beam and 7m (23 ft.) draft.
(DMAHTC/MCNN) 6/90

Page 195—Lines 1-2/R; strike out.
(DMAHTC/MCNN) 6/90

Page 195—Lines 20-23/R; read:

The clearing line NW of the Ekerumsrevet Reef is Sillasen Light in line with the 2nd heavy bridge pillar from the W end of Olandsbron (215°).

To clear to the WNW of Grebygrundet and Sollidsgrundet when keeping Kalmar old water tower above the old lighthouse of Skaggenas (2nd house from the E on Revsudden Point) bearing 211°.

To clear Nygrund to the ESE hold the old lighthouse of Skaggenas in line with the easternmost high bridge pillar of Olandsbron (205°).

To clear ESE of the 7.5m (24.6 ft.) shoal SE of Enskarsrevet Reef, keep Slottsbredan and Damman lights in line 021°.

The clearing line to the ESE of Yttre Bengtsan is Bla Junfrun visible by not quite its own width to the WNW of the building (former lighthouse) on Damman.

The clearing line to the SE of the Sjoberget shoal is the Damman light in line with the Byxelkrok radio mast (035°).

Damman light in line with Bla Jungfrun (016°) leads clear in the passage between Lars Personsgrund and the shoal flats about 1 mile S of Flisbotten Shoal.

The clearing line E of Kvisslan Shoal (E of Valloromp) is the Damman light in line with the Borgholm radio mast (174°).
(DMAHTC/MCNN) 6/90

Page 196—Lines 34-37/R; read:

Aids to Navigation.— Daymarks in range 286° at the head of the N breakwater and at the Customs Basin, lead to the harbor entrance fairway. Floodlights illuminate the end of the breakwater at night. Range lights, 277°, shown from the head of a quay,
(DMAHTC/MCNN) 6/90

Page 210—Line 27/R; read:
proach fairway 4.4m (14.4 ft.) deep, allows vessels
(DMAHTC/MCNN) 6/90

Page 286—Line 48/L; insert after:

Approach.— Approach to Swinoujscie is made from the N on a 1 mile wide designated navigation lane, the axis of which is determined by the line connecting the following positions:

54°53'12"N., 13°27'06"E.
54°45'40"N., 13°33'52"E. (Arkona light-buoy)
54°19'51"N., 13°58'17"E. (SWIN-N light-buoy)

from there to 54°17'33"N., 14°04'21"E. or to 54°08'30"N., 14°12'00"E., until the pilot transfer point.
(DMAHTC/MCNN) 6/90

PUB 194 5 Ed 1989 LAST NM 6/90

Page 8—Line 45/L; read:
001.6° to enter the harbor. The daymarks for the lead
(DMAHTC/MCNN) 7/90

Page 9/strike out.
Replace with page from back of Section I.
(DMAHTC/MCNN) 7/90

Page 200—Lines 10-11/R; read:
through a channel authorized for a draft of 2.8m (9.2 ft.).
Range lights, 270 1/2°, on Stora
(DMAHTC/MCNN) 7/90

Page 207—Line 31/R; read:
deep. Vessels with a draft of 3.6m (11.8 ft.) can enter
(DMAHTC/MCNN) 7/90

PUB 194 5 Ed 1989 LAST NM 7/90

Page 248—Reporting Points Table, Line 10/read:
Hammarbyslussen 59°18.2'N., 18°04.9'E.
(DMAHTC/MCNN) 9/90

Page 255/strike out.
Traffic reporting point 30, Klubbensborg
(DMAHTC/MCNN) 9/90

Page III—Line 15/L; read:
of Defense Directive 5105.40 dated 12 December 1988,
(DMAHTC/MCNN) 11/90

Page 198—Lines 4-11/R; read:
channel. By day pilots will take vessels up to 185m (607 ft.) long, 22m (72 ft.) beam, 7.2m (23 1/2 ft.) draft and 30,000 dwt to the oilquay. Up to 10,000 dwt at night. When approaching the oilquay from N the maximum draft is 7m (23 ft.). By day with tug assistance vessels 155m (508 ft.) long, 7.2m (23 1/2 ft.) draft and 14,000 dwt are piloted into the 7.7m (25 1/4 ft.) deep harbor basin. At night vessels 140m (459 ft.) long and 10,000 dwt with a maximum draft of 6.9m (21 1/2 ft.) will be taken in.
(DMAHTC/MCNN) 11/90

Page 271/strike out.
Replace with page from back of Section I.
(DMAHTC/MCNN) 11/90

PUB 194 5 Ed 1989 LAST NM 11/90

Page 254—Lines 24-26/L; read:
Soderarm (59°45'N., 19°24'E.)
Simpnasklubb (59°54'N., 19°05'E.)
Hammarbylussen (59°18.2'N., 18°04.9'E.) together with Oregrunds Skargard.
(DMAHTC/MCNN) 12/90

PUB 194 5 Ed 1989 LAST NM 12/90

Page 159—Line 52/L; read:
Offentief has a width of 190m (208 yds.) and a maximum permitted draft of 3.1m (10 1/4 ft.).
(DMAHTC/MCNN) 15/90

Page 164—Lines 4-5/L; strike out.
(DMAHTC/MCNN) 15/90

Page 20—Lines 6-9/R; read:
long and maintained at a depth of 5.6m (18 1/3 ft.). The canal width at the base is 40m (131 ft.); it is normally available to vessels with a maximum draft of 5m (16 1/3 ft.) and a beam of 20m (65 1/2 ft.). Maximum speed is 5 knots.
(DMAHTC/MCNN) 16/90

Page 88—Line 33/R; read:
vertical clearance above mean water level is 25.6m (84
(DMAHTC/MCNN) 16/90

PUB 194 5 Ed 1989 LAST NM 16/90

Page 80—Lines 12-13/R; read:
Bandholm Rende is dredged to 4.6m (15 ft.). Vessels up to
(DMAHTC/MCNN) 19/90

Page 80—Line 47/R; read:
Oreby, 3.9m (12 3/4 ft.) from Oreby to the harbor and
(DMAHTC/MCNN) 19/90

PUB 194 5 Ed 1989 LAST NM 19/90

Page 87—Graphic/strike out.
Replace with new graphic from back of Section I.
(DMAHTC/MCNN) 20/90

Page 255/strike out.
Replace with page from back of Section I.
(DMAHTC/MCNN) 20/90

Page 271/strike out.
Replace with page from back of Section I.
(DMAHTC/MCNN) 20/90

Page 80—Lines 47-50/R; read:
Oreby, 4.3m (14 ft.) from Oreby to the harbor and in the basin. Vessels proceeding to Sakskobing are limited to: length 82m (269 ft.), beam 12m (39$\frac{1}{3}$ ft.) and draft 4.05m (13 $\frac{1}{4}$ ft).
(DMAHTC/MCNN) 24/90

PUB 194 5 Ed 1989 LAST NM 24/90

Page 308—Lines 25-26/R; read:
off the NW coast of Hiiumaa. It is marked by a light buoy moored off its
(DMAHTC/MCNN) 34/90

PUB 194 5 Ed 1989 LAST NM 34/90

Page 54—Lines 7-8/L; strike out.
(DMAHTC/MCNN) 40/90

Page 84—Lines 5-18/R; read:

The opening for thoroughfare has been provided with lights which, on the E side, are fixed red, and, on the W side, fixed green. Cable fields are located both to the N and to the S of the bridge.

The bridge is opened without charge, during the period 1 April to 30 September, every day from 0700 to 1900 (2000 during June, July and August), and, during the period 1 October to 31 March, every day from 0800-1600. Outside of these periods vessels wishing the bridge opened must make request through the Nykobing F. railroad station at least 1 hour prior to the desired time for opening the bridge. In order to effect such an opening, a toll must be paid to the railroad station.

The bridge attendant may deny thoroughfare when considerations of rail traffic require it, especially during the final 15 minutes before a train is expected.

All vessels wishing the bridge to be opened are to give notice to this effect at a distance from the bridge of at least $\frac{1}{2}$ mile, by the following signlas:

1. During the day: the signal flag N (or, in its absence, the national flag) hoisted halfway up the foremast, accompanied by a long and a short blast
2. During the night: a white light at the fore accompanied by the sound signal.

After a vessel has displayed a signal that it wishes the bridge to be opened, then, by means of lights positioned on the bridge's signal masts, the following signals will be shown, day and night:

1. 1 fixed red light, signifying that passage is prohibited.
2. 2 flashing red lights, signifying that the bridge will be opened for a ship arriving from the N.
3. 2 fixed red lights, signifying that a ship arriving from the N can pass the bridge.
4. 3 flashing red lights, signifying that the bridge will be opened for a ship arriving from the S.
5. 3 fixed red lights, signifying that a ship arriving from the S can pass the bridge.

Both day and night, a powerful sound signal (-) will notify that the bridge, in spite of a signal having been shown for passage, cannot be opened. The passage signal will be deactivated if circumstances permit.

Prior to the passage signal being given, vessels must keep at least 250m (275 yds.) from the bridge.

Only one vessel at a time may pass the bridge. Sailing vessels take priority over engine-driven vessels.
(DMAHTC/MCNN) 40/90

Page 104—Lines 40-41/L; read:

Pilots.— Juelsminde (55°43'N., 10°01'E.) is the pilot station for Vejle. Pilot boards vessel 1 mile N of Trelde Naes. Pilot station and pilot vessel may be contacted on VHF. Pilotage is controlled by Lillebaelt Pilots.
(DMAHTC/MCNN) 40/90

Page 106—Lines 5-10/L; read:

Pilots.— Pilotage for Fredericia is compulsory for vessels over 2500 dwt and for all vessels using the oil tanker berths regardless of size; also for tankers carrying, or with uncleaned tanks which last carried, gas or dangerous chemicals. Pilot boards 5 miles ENE of Skanseodde.
(DMAHTC/MCNN) 40/90

Page 48—Line 51/R; insert after:

Construction-Caution.—Work is being carried out to construct a low-level bridge across Vesterrenden. This bridge will connect Ostero with Sprogo.

At anytime during the construction period there will be established two navigation lanes through the construction area, one for N and one for S-bound traffic. The navigation lanes, which will be established in the order A, B, and C, will be marked with green and red light buoys. Information about the periods for positioning of the lanes (A,B,C) will be issued in the Danish Notice to Mariners. Each lane will have a width of 104m (341 ft.). When the bridge deck has been laid the vertical clearance over a width of 70m (230 ft.) in the lanes will be 18m (59 ft.) at mean sea level.

Passage through the lanes is allowed only for ships of less than 1,000 dwt. Great caution shall be exercised when navigating the lanes and speed should, if circumstances permit, be reduced.

Ships of 1,000 dwt and over shall use Osterrenden.

Information about traffic employed in construction work enroute to or from the construction areas can, if necessary, be obtained over VHF, Channel 16, by calling "Great Belt West."

Anchoring and fishing in the buoyed navigation lanes is prohibited.

(DMAHTC/MCNN) 41/90

Page 48—Line 53/R; insert after:

New graphic from back of Section I.

(DMAHTC/MCNN) 41/90

Page 11—Lines 53-54/L; read:

harbor entrance and in the N basin is 4m (13 ft.). The northern half of the S basin has a depth of 3.5m (11 $\frac{1}{2}$ ft.) and the southern half a depth of 2.5m (8 $\frac{1}{4}$ ft.).

(Dan Harbor Pilot) 46/90

Page 18—Line 33/L; insert after:

A prohibited area surrounds the Oil Harbor. Entry into this area is prohibited unless authorized. The prohibited area boundary is defined by the following points:

a. 55°38'05"N., 13°01'01"E.
b. 55°38'07"N., 13°01'05"E.
c. 55°38'26"N., 13°01'01"E.
d. 55°38 29"N., 13°01'29"E.
e. 55°38'20"N., 13°01'52"E.

(35(1281)90 Norrkoping) 46/90

Page 35—Line 7/R; read:

channel are 4.2m (13$\frac{1}{2}$ ft.) and 4.5m (14$\frac{3}{4}$ ft.) in Industrihavn. Both

(Dan Harbor Pilot) 46/90

Page 124—Line 24/L; insert after:

A cable area extends from Avernako to Bjorno. The cable is marked by means of cable beacons at the pier.

(Dan Harbor Pilot) 46/90

Page 133—Lines 8-11/R; read:

may request free passage during the following periods:

1 September — 30 April 0700 - 2100
1 May — 31 August 0700 - 2300

The double bascule has a 25m (82 ft.) clear navigation width.

(Dan Harbor Pilot) 46/90

Page 189—Lines 12-14/L; read:

during onshore gales. Anchorage can be taken

(Dan Harbor Pilot) 46/90

Page 250—Graphic/Strike out.

(Dan Harbor Pilot) 46/90

Page 159—Lines 4-22/R; read:

Pilots.—Pilotage is available 24 hours a day and is compulsory for vessels over 100 GRT. Send request at least 3 hours before ETA. Vessels wishing to transit the pilotage area or move berth (0700 - 0900 local time) should give 2 hours prior notice.

Pilot boards:

1. Vessels of over 90m (295 ft.) long or with a draft of over 5.2m (17 ft.): in position 54°05'N., 11°26.7'E.
2. Vessels of up to 90m (295 ft.) long or with a draft of up to 5.2m (17 ft.): in position 54°01.6'N., 11°23'E.
3. Vessels with a draft of up to 3.1m (10.2 ft.): near the Offentief light buoy (54°02.2'N., 11°17.4'E.)

Vessels over 125m (410 ft.) long or with a draft of over 7.3m (24 ft.) piloted by daylight only.

The limits of the Wismar pilotage area include all waterways between the seaward pilot boarding points and Wismar Harbor.

(Ports of the World 1990, BA NM 46/90, Fairplay WPD Vol. 1 1990) 5/91

Page 162—Line 3/R; read:

Rostock is a

(DMAHTC/MCNN) 5/91

Page 162—Line 19/R; read:

or leaving German waters.

(DMAHTC/MCNN) 5/91

Page 162—Line 29/R; insert after:

Pilots.—Pilotage is compulsory and available 24 hours. Send request for pilot at least 2 hours before ETA. Vessels wishing to transit the pilotage area or move berth (0700 - 1900 local time) should give 2 hours prior notice.

Pilot boards:

1. Vessels with a draft of over 6.5m ($21\frac{1}{3}$ ft.): in position 54°14.5'N., 12°02.3'E.
2. Vessels with a draft of up to 6.5m ($21\frac{1}{3}$ ft.): in position 54°12.5'N., 12°04'E.

The limits of the Rostock pilotage area include all waterways between the seaward pilot boarding points and Rostock Harbor.

(Ports of the World 1990, BA NM 46/90) 5/91

Page 165—Line 52/L; read:

requested from Stralsund Pilot Station at least 4

(BA NM 46/90) 5/91

Page 165—Line 57/L; read:

visibility. Pilot boards vessels for Stralsund and harbors on the W coast of Rugen, near the G/1 lightbuoy (54°34.3'N., 13°03.5'E.). Pilot boards vessels for Stralsund, Sassnitz, Mukran, the Griefswalder Bodden and Peenestrom, near Mukran No. 2 buoy (54°26'N., 13°43'E.); during ice-bound periods near buoy 0/2 (54°12.1'N., 131°52.2'E.)

(BA NM 46/90) 5/91

Page 165—Lines 1-2/R; strike out.

(DMAHTC/MCNN) 5/91

PUB 194 5 Ed 1989 LAST NM 5/91

Page 114—Line 3/L; insert after:

Caution.— An obstruction, position approximate, lies about 3 miles S of the light

(8(565) Taunton) 17/91

Page 305—Line 21/R; read:

to 14.6m ($47\frac{3}{4}$ ft.) in 1986 over a width of 130m (427

(BA 19, Supp. 6/90) 17/91

Page 305—Line 23/R; read:

a dredged depth of 13.8m ($45\frac{1}{4}$ ft.) (1988) to a point

(BA 19, Supp. 6/90) 17/91

Page 305—Line 25/R; read:

the depth is dredged to 13m ($42\frac{1}{2}$ ft.) (1987) to the mouth of

(BA 19, Supp. 6/90) 17/91

PUB 194 (continued)

Page 305—Line 28/R; read:
further and was dredged, in 1980, to 10m (32 $\frac{3}{4}$ ft.). In 1987, an additional 4 miles of the river was dredged to 10m (32 $\frac{3}{4}$ ft.).
(BA 19, Supp. 6/90) 17/91

Page 307—Line 20/L; read:
boards a vessel at Ventspilskiy Lightvessel; if vessels approach the harbor by the W branch fairway, the pilot boards in the vicinity of Lighted Buoy A.
If sea
(BA 19, Supp. 6/90; BA NP 286 (1), Vol. 6, Part 2) 17/91

Page 307—Line 11/R; read:
(48 ft.) over it, and a 10.4m (34 ft.) depth on the NW
(BA 19, Supp. 6/90) 17/91

PUB 194 5 Ed 1989 LAST NM 17/91

Page 143—Line 34/R; read:
22.1m (72 $\frac{1}{2}$ ft.) in the ship passage.
(Ger NM 10/91) 21/91

PUB 194 5 Ed 1989 LAST NM 21/91

Page 166—Lines 9-11/L; read:
charted depth of 16m (52 $\frac{1}{2}$ ft.), lies with its W edge about 22 miles S of Falsterboudde (55°23'N., 12°49'E.). Many sunken wrecks, with depths of as little as 11.7m (38 $\frac{1}{4}$ ft.) over them and best seen on the chart, lie on
(US CH 44068; 14(995)91 Taunton) 24/91

Page 344—Line 52/R; insert after:
KRIEGERS FLAK 55 02N 13 02E 4.20
(DMAHTC/MCNN) 24/91

PUB 195 4 Ed 1989 NEW EDITION

(DMAHTC) 12/89

Page 21—Line 41/L; insert after:
For information on deep-sea and coastal pilots for the Soviet Union, see the "Pilotage" topic at the beginning of Sector 1.
(DMAHTC/MCNN) 12/89

Page 55—Line 11/L; read:
pair of channel buoys without a pilot aboard. Al-
(DMAHTC/MCNN) 12/89

Page 158—Line 11/L; insert after:
Pilotage.— See the Mantyluoto port description for details.
(DMAHTC/MCNN) 12/89

Page 158—Lines 12—13/L; strike out.
(DMAHTC/MCNN) 12/89

Page 49—Lines 19-20/L; read:
and should be ordered through "Inflot" 24 hours in advance, confirming no less than 2 hours prior to arrival. Departing vessels should give 6 hours notice, confirming at least 2 hours before ETD. The
(DMAHTC/MCNN) 46/89

Page 49—Line 33/L; insert after:
The Ship Traffic Control Center, call sign "Vyborg Radio" may be reached on channel 16. The Center governs movement 24 hours a day, and must be contacted before entering, departing, or moving within port waters. Permission to proceed is void, if not executed within 20 minutes of being granted. Vessels are urged to consult the pilot for information on the Center, and regulations governing traffic.
(DMAHTC/MCNN) 46/89

Page 82—Line 25/R; read:
steer NW on the alignment (299°) of Grissle-
(DMAHTC/MCNN) 46/89

Page 96—Line 37/R; read:
and the approaches to it. A 3.8m (12 ft.) shoal lies
(DMAHTC/MCNN) 46/89

Page 96—Line 48/R; read:
authorized for a draft of 6.9m (22 ft.)
(DMAHTC/MCNN) 46/89

Page 97/strike out.
Replace with new page 97 from back of Section I.
(DMAHTC/MCNN) 46/89

Page 104—Line 28/L; read:
are from 3.5 to 6.8m (11 to 22 ft.).
(DMAHTC/MCNN) 46/89

PUB 195 4 Ed 1989 LAST NM 46/89

Page 124—Line 8/R; insert after:
A spoil ground is charted NE of the point.
(DMAHTC/MCNN) 47/89

Page 88—Line 27/read:
mum draft allowed is 9m (29 ft.) at MLW at
(DMAHTC/MCNN) 50/89

Page 228—Line 29/L; read:
authorized for a draft of 4.2m (13 ft.).
(DMAHTC/MCNN) 50/89

PUB 195 4 Ed 1989 LAST NM 50/89

Page 60—Line 19/L; read:
2.5 to 3.5m (8 to 11 ft.), although it was reported (1990) that the rise has been as high as 3.9m (13 ft.). In the Reka Neva estuary
(Ship Visit Report NO 356/90) 17/91

PUB 200 1Ed 1985 NEW PUBLICATION

(DMAHTC) 34/85

PUB 200 1 Ed 1985 LAST NM 34/85

Page 407—Line 12/L; insert after:
Caution is advised as the island has been reported to lie 1 to 2 miles N of its charted position.
(DMAHTC/MCNN) 11/89

PUB 200 1 Ed 1985 LAST NM 11/89

Page IV—Line 10/R; insert after:
SPECIAL WARNINGS.—A Special Warning may be in force for the geographic area covered by this publication. Special Warnings are printed in the weekly Notice to Mariners upon promulgation and are reprinted annually in Notice to Mariners No. 1. A listing of Special Warnings currently in force is printed in each weekly Notice to Mariners, Section III, Broadcast Warnings, along with the notice number of promulgation. In force Special Warnings are also available on NAVINFONET.
(DMAHTC/MCNN) 37/90

Page 298—Lines 30-31/L; read:
The S part of Powell Island, including John Peaks, and all of the islands Christoffersen, Michelson, Fredriksen and adjacent islets lie within a spe
(Arg NM 10/90) 45/90

Page 308—Line 39/R; read:
ft.) and two 10m (32 $\frac{3}{4}$ ft.) high. A beacon, 2m (6 $\frac{1}{2}$ ft.) high, has been installed on the easternmost islet.
(11(83)90 Valparaiso) 45/90

Page 319—Lines 10-11/R; read:
to 2 miles along the E and S coasts is a fringe of rocks and dangers. Two other rocks, Campastri, are located about 5 miles SW of Cape Shirreff and there are two more rocks about 2 $\frac{1}{2}$ miles S of these rocks.
(Arg NM 10/90) 45/90

Page 319—Line 16/R; insert after:
It has been reported that here is a group of stranded ice floes 3 miles NNE of Start Point. They may mark a shoal.
(Arg NM 10/90) 45/90

Page 319—Line 38/R; read:
New Plymouth (Puerto Echeverria) (62°37'S., 61°12'W.) consists of a
(Arg NM 10/90) 45/90

PUB 200 1 Ed 1985 LAST NM 45/90

Page 321—Lines 18-19/R; read:
a position about 1.6 miles E of Collins Point Beacon, an iron structure 3.3m (11 ft.) high painted with red and white stripes, in a depth of 25.6m (14 fm), cinders and
(19(130)90 Valparaiso) 9/91

PUB 200 1 Ed 1985 LAST NM 9/91

Page 290—Lines 35-39/R; read:
A depth of 0.9m (3 ft.) is located about
(US NM 30/90, 44/90) 12/91

Page 308—Lines 35/L; read:
Marion Cove (Marian Cove) (62°13'S., 58°48'W.) lies about two
(US CH 29101) 12/91

Page 309—Lines 43-44/L; read:
NNW of the S entrance point of Marion Cove; this shoal patch is about 195 yards long and about
(US CH 29101) 12/91

PUB 200 1 Ed 1985 LAST NM 12/91

Page 350—Lines 6-9/L; read:
line. Two oil tanks stand
(US NM 4/90) 22/91

Page 350 –Line 32/R; read:
this point. A stranded wreck lies about 650 yards ENE of the E point of Janus Island.
(US CH 29123; US NM 40/89) 22/91

Page 350—Line 36/R; read:
gersen Island. A 4.5m (14 $\frac{3}{4}$ ft.) depth lies 250 yards
(US CH 29123) 22/91

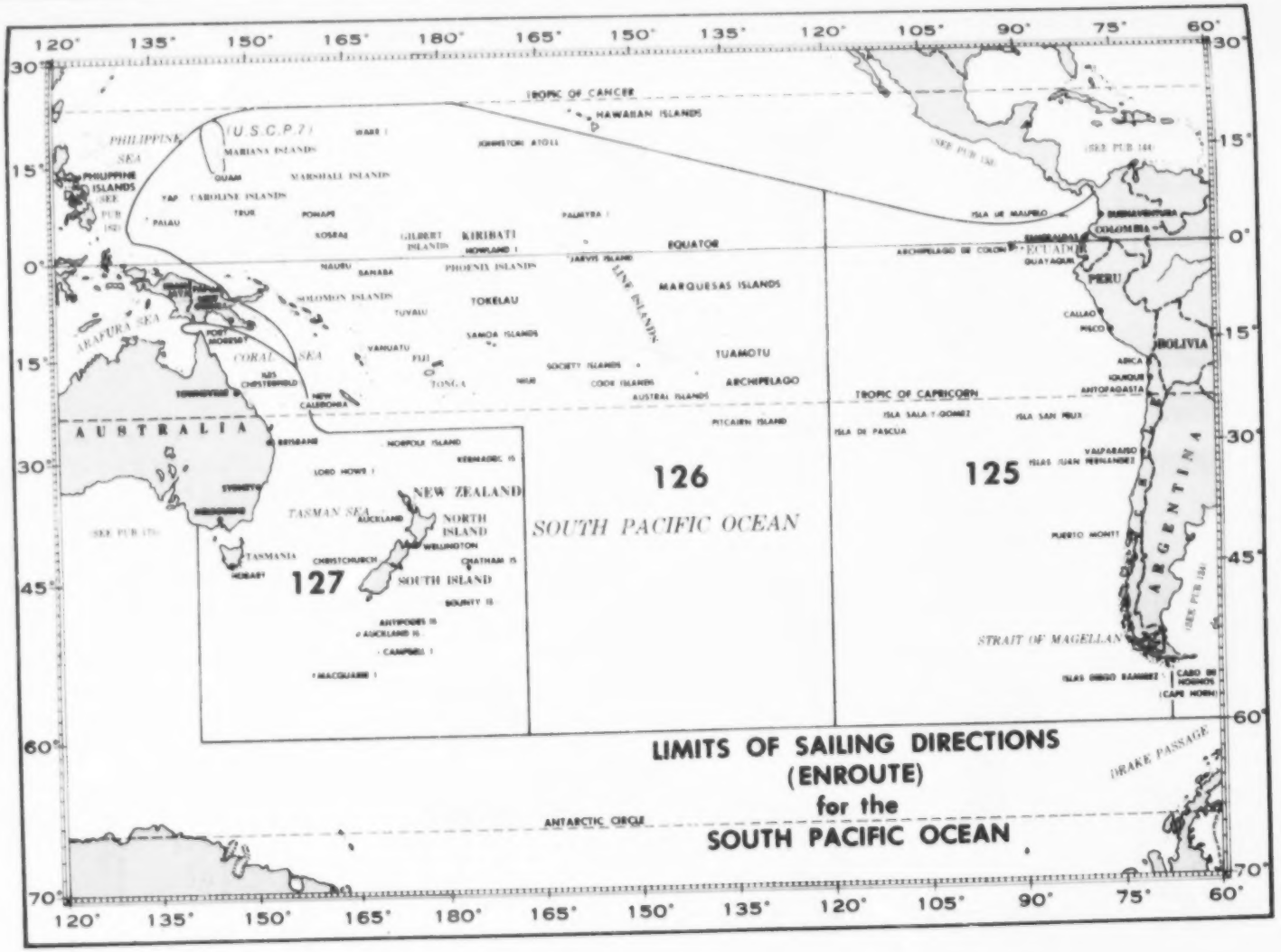
PUB 200 1 Ed 1985 LAST NM 22/91

Page 285—Line 35/R; insert after:
A depth of 4.5m (14 $\frac{3}{4}$ ft.) lies about 200 yards S of Sheppard Point
(1(16)91 Buenos Aires) 23/91

Page 371—Line 7/L; insert after:
Cautions.— Depths of as little as 19m (62 ft.) have been reported (1991) to lie up to 4 $\frac{1}{2}$ miles SW of Camp Point.
(US NM 48/89; 1(15)91 Buenos Aires) 23/91

SD-200

Pub. 122



SD-201

NM 44/89

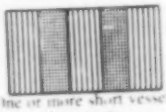
SAILING DIRECTIONS

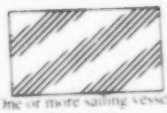
CHAPTER 1. COUNTRIES

SPECIAL CODE FOR FLAGS AND PENNANTS USED AT CUBAN PORT SIGNAL STATIONS

One or more long vessels approaching port

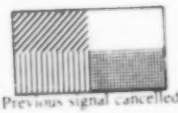
One or more average length vessels approaching port


One or more short vessels approaching port


One or more sailing vessels approaching port

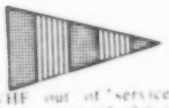
One or more tugs approaching port

Flotilla of warships or merchantmen approaching port

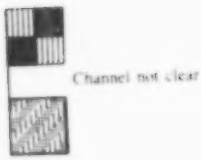

Previous signal cancelled

Vessel one or two miles off manoeuvring to enter port

Yacht races in progress in port or off the coast


VHF out of service; communicate with pilots on Ch. 13

Pilot launch returning to station


Channel not clear

Port closed to traffic

Wait outside port

Red
Blue
Yellow
Black
White

NIGHT SIGNALS (BY LIGHTS ON THE MAST)

G = green light
R = red light
W = white light

R
G
R
W
R
G
This is the position of the various lights on the mast. There are six lamps arranged vertically which combine to make the appropriate signal. The distance between the lights as seen from the vessel will vary dependent upon the signal being displayed and the lamps in use.

G
One or more vessels approaching port.

G
G
Vessel(s) one or two miles off manoeuvring to enter port with clear approach to the channel.

G
R
Vessel(s) one or two miles off has requested pilot, do not enter, wait there for pilot.

W
Pilot launch returning to station.

R
R
Channel not clear.

R
R
R
Entry and exit prohibited for all types of vessel.

R
G
W
Vessel close to the entrance of the channel is to keep well clear.

R
R
W
Works in progress in the channel, small craft may enter or leave with extreme caution.

R
G
G
Entry prohibited due to rough seas.

G
W
G
VHF out of service; communicate direct with pilots on Ch. 13.

NEW ZEALAND DANGER AREAS

Area	Name—Limits	Activity
D4	Cape Brett 34°50'00"S — 35°10'00"S 174°10'00"E — 174°30'00"E	Surface to air and surface to surface firings and ship exercises
D5	Cape Brett 35°10'00"S — 35°30'00"S Coastline —175°00'00"E	Surface to air and surface to surface firings and ship exercises
R9	Hauraki Gulf (restricted) 36°15'00"S — 36°28'00"S 174°57'00"E — 175°18'00"E	Surface to air and surface to surface firings and ship exercises
R10	Hauraki Gulf (restricted) 36°28'00"S — 36°40'00"S 174°57'00"E — 175°18'00"E	Air to surface, surface to air and surface to surface firings, bombing and ship exercises
D11	Hauraki Gulf 36°28'00"S — 36°30'00"S 175°02'30"E — 175°05'00"E	Submarine safe bottoming area, submarine exercises
D17	Whangaparaoa 36°30'00"S., 174°49'00"E — 36°30'00"S., 174°57'00"E — 36°35'00"S., 174°57'00"E — 36°35'48"S., 174°49'00"E	Surface to air and surface to surface firings
D18	Whangaparaoa 36°36'42"S., 174°50'18"E — 36°36'42"S., 174°51'30"E — 36°34'42"S., 174°51'30"E — 36°34'42"S., 174°49'00"E — 36°35'48"S., 174°49'00"E — Coastline	Small arms and demolition charges
D23	East of Great Barrier Island 36°00'00"S — 36°21'00"S 175°35'00"E — 176°15'00"E	Surface to air and surface to surface firings, ship and submarine exercises
D25	Kaipara Area of a circle of 3 nautical miles radius from a point 36°28'45"S., 174°09'38"E	Bombing (in constant use) and live shell practice
R26	Kaipara (restricted) Area of a circle of 10 nautical miles radius from a point 36°28'45"S., 174°09'38"E	Military aircraft exercises on D25

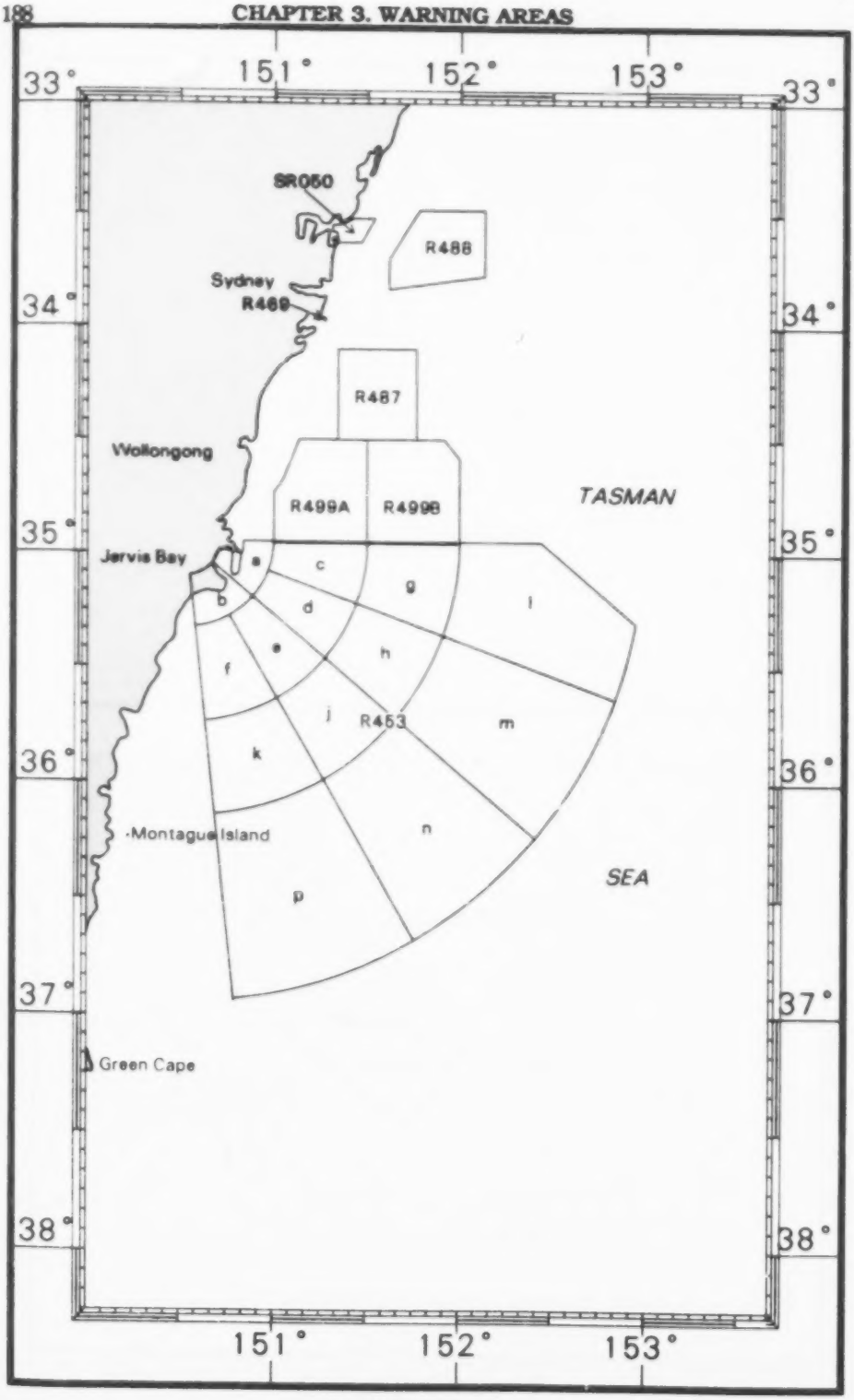
CHAPTER 3. WARNING AREAS

NEW ZEALAND DANGER AREAS

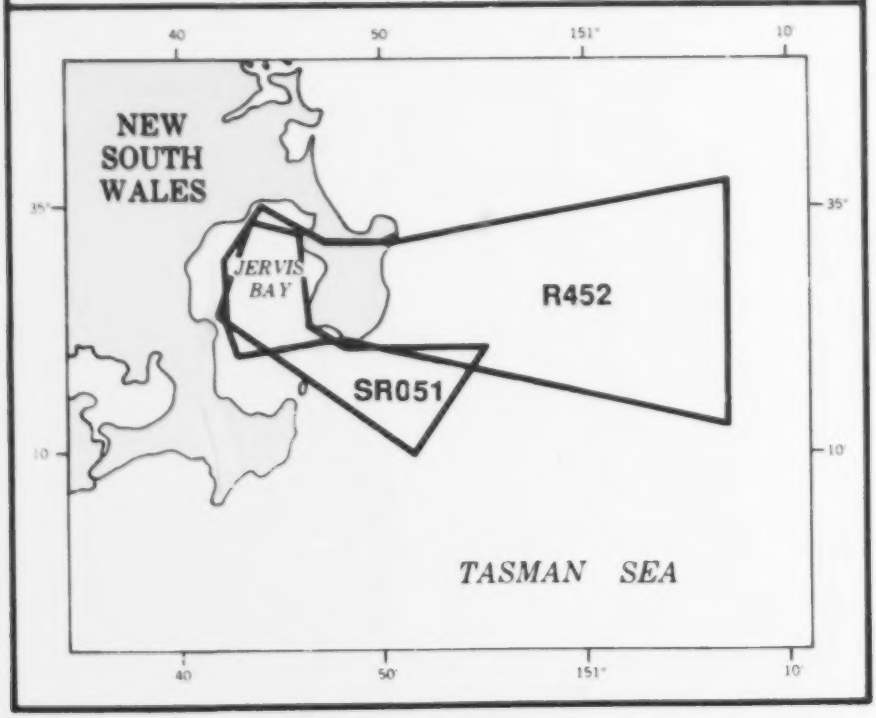
Area	Name—Limits	Activity
D31	Bay of Plenty 36°30'00"S — 37°00'00"S 176°10'00"E — 177°00'00"E	Surface to air and surface to surface firings, ship and submarine exercises
D32	Bay of Plenty 36°15'00"S — 37°00'00"S 177°00'00"E — 178°00'00"E	Surface to air and surface to surface firings, ship and submarine exercises
D33	Volkner Island Area of a circle of 15 nautical miles radius from a point 37°28'45"S., 177°08'10"E	Naval gunfire support range
D34	Volkner Island Area of a circle of 1.5 nautical miles radius from a point 37°28'45"S., 177°08'09"E	Permanent firing area Bombing and rocket firing
D36	Aha-Aha Rocks Area of a circle of 600 yd radius from a point 36°41'33"S., 175°01'33"E	Bombing practice
R48	Ruamai (restricted) Area bounded by the arc of a circle of 4 nautical miles radius from 40°12'21"S., 175°13'30"E to seaward of the coastline	Permanent firing area, bombing, air to ground and rocket firing (Mon to Fri 0830 to 1700 NZLT)
D 50	Sponge Bay 38°41'48"S., 178°02'45"E — 38°41'39"S., 178°03'00"E — 38°41'50"S., 178°03'12"E — 38°42'05"S., 178°02'48"E —	Firing
D53	South of Wanganui 40°05'00"S., 174°48'00"E — 40°05'00"S., 175°04'00"E — 40°34'00"S., 175°07'00"E — 40°34'00"S., 174°52'00"E	Air to air gunnery
D54	SE of Castle Point 41°08'00"S., 176°35'00"E — 40°00'00"S., 177°30'00"E — 40°21'24"S., 178°15'00"E — 41°29'00"S., 177°20'00"E	Air gunnery, surface to air and surface to surface firing, ship and submarine exercises
D56	Himatangi 40°20'00"S — 40°21'30"S 175°13'00"E — 175°15'15"E	Firing

NEW ZEALAND DANGER AREAS

Area	Name—Limits	Activity
D59	Cook Strait 41°45'00"S — 42°05'00"S 174°50'00"E — 175°20'00"E	Surface to air and surface to surface firings, ship and submarine exercises
D60	Banks Peninsula 43°20'00"S — 43°45'00"S 173°15'00"E — 173°50'00"E	Surface to air and surface to surface firings, and ship exercises
R79	Ellesmere (restricted) A line commencing at 43°32'21"S., 172°31'27"E thence north and east via the arc of a circle of 1.5 nautical miles radius from 43°33'09"S., 172°33'09"E — 43°31'51"S., 172°34'15"E — 43°35'51"S., 172°42'57"E — 43°41'06"S., 172°40'18"E — 44°00'18"S., 172°54'33"E — thence west via the arc of a circle of 35 nautical miles radius from 43°29'27"S., 172°31'42"E — 44°01'51"S., 172°13'27"E — 43°38'39"S., 172°26'42"E — 43°35'36"S., 172°28'30"E — 43°32'36"S., 172°31'18"E	Intensive military flying training
D 80	Otago 45°50'00"S — 46°15'00"S 170°50'00"E — 171°20'00"E	Surface to air and surface to surface firings and ship exercises


33°
151°
152°
153°
SR060
R488
Sydney
R469
34°
R487
Wollongong
R499A
R499B
TASMAN
35°
Jervis Bay
a
b
c
d
g
i
e
f
h
j
R453
m
k
36°
Montague Island
n
SEA
p
37°
Green Cape
38°

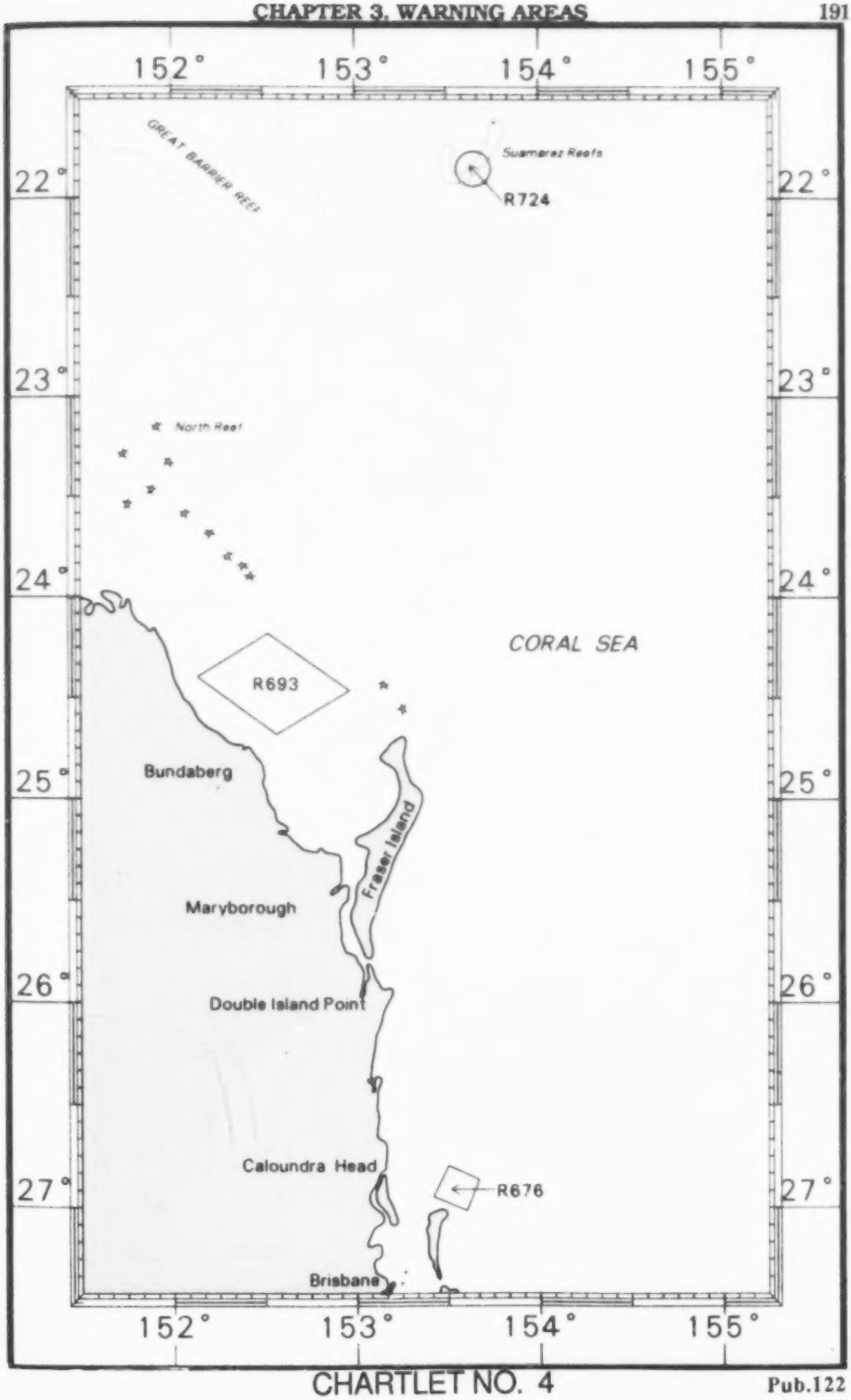
CHARLET NO. 1



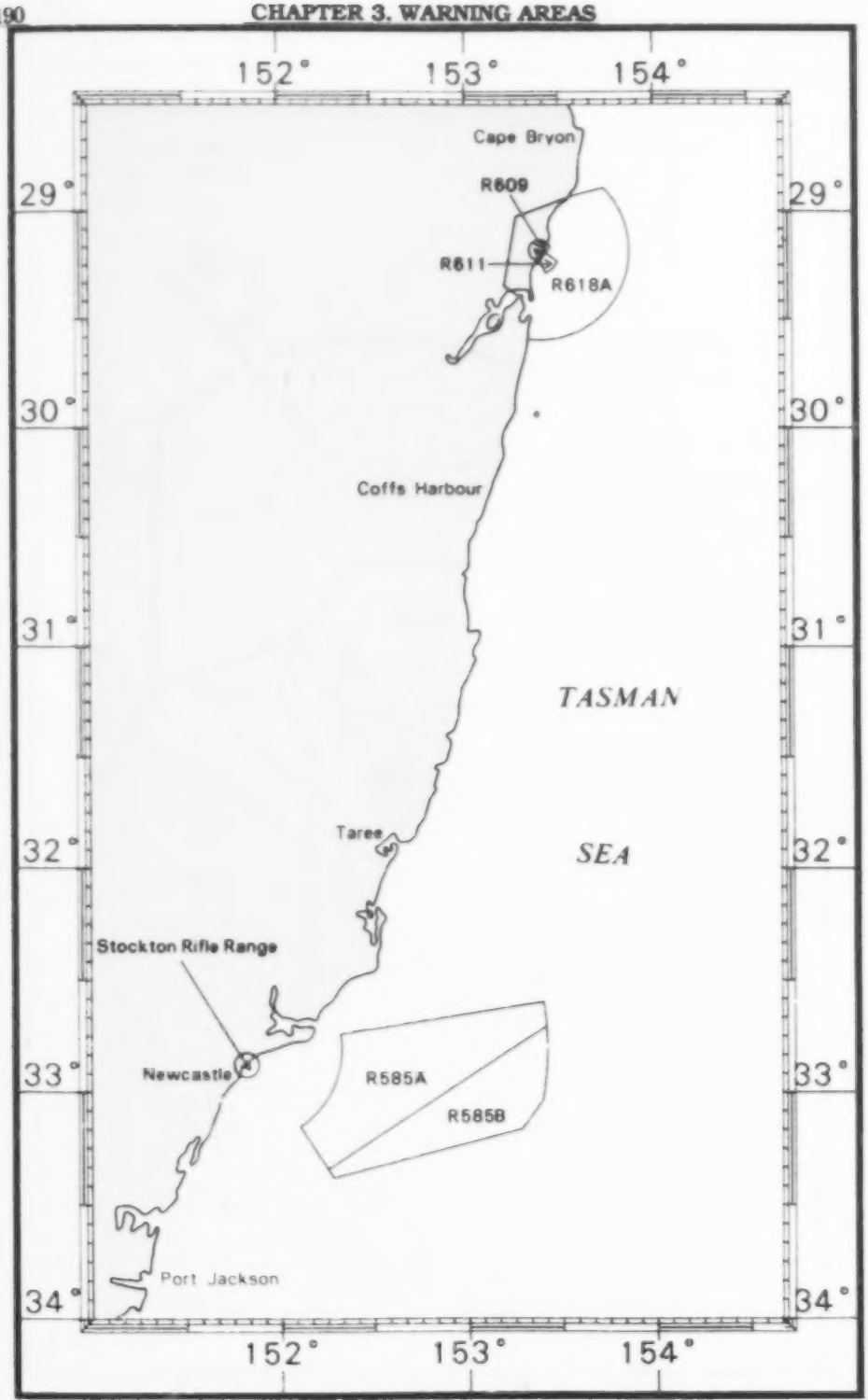
CHARTLET NO. 2

Pub.122

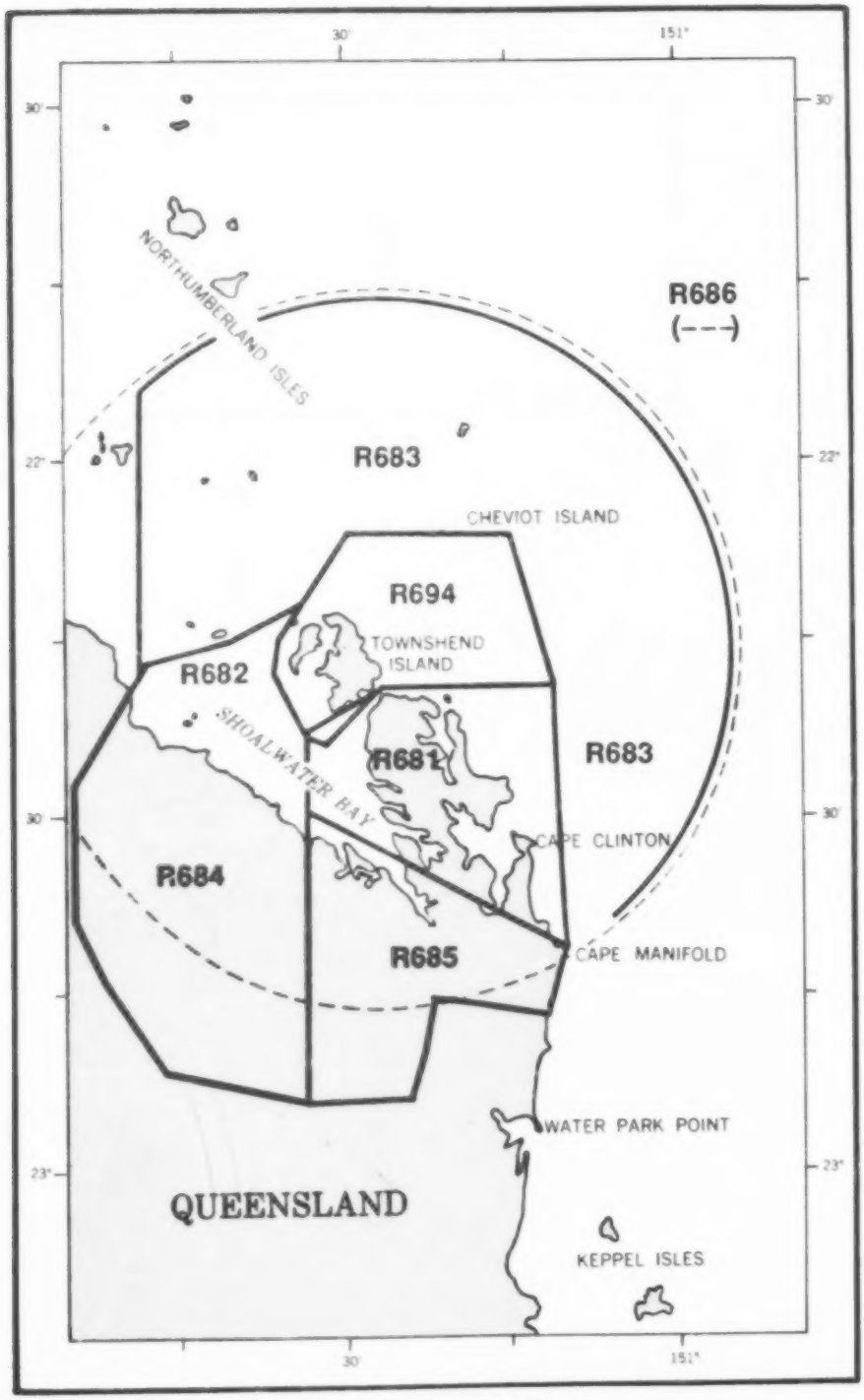
SD-207



CHARTLET NO. 4 Pub.122

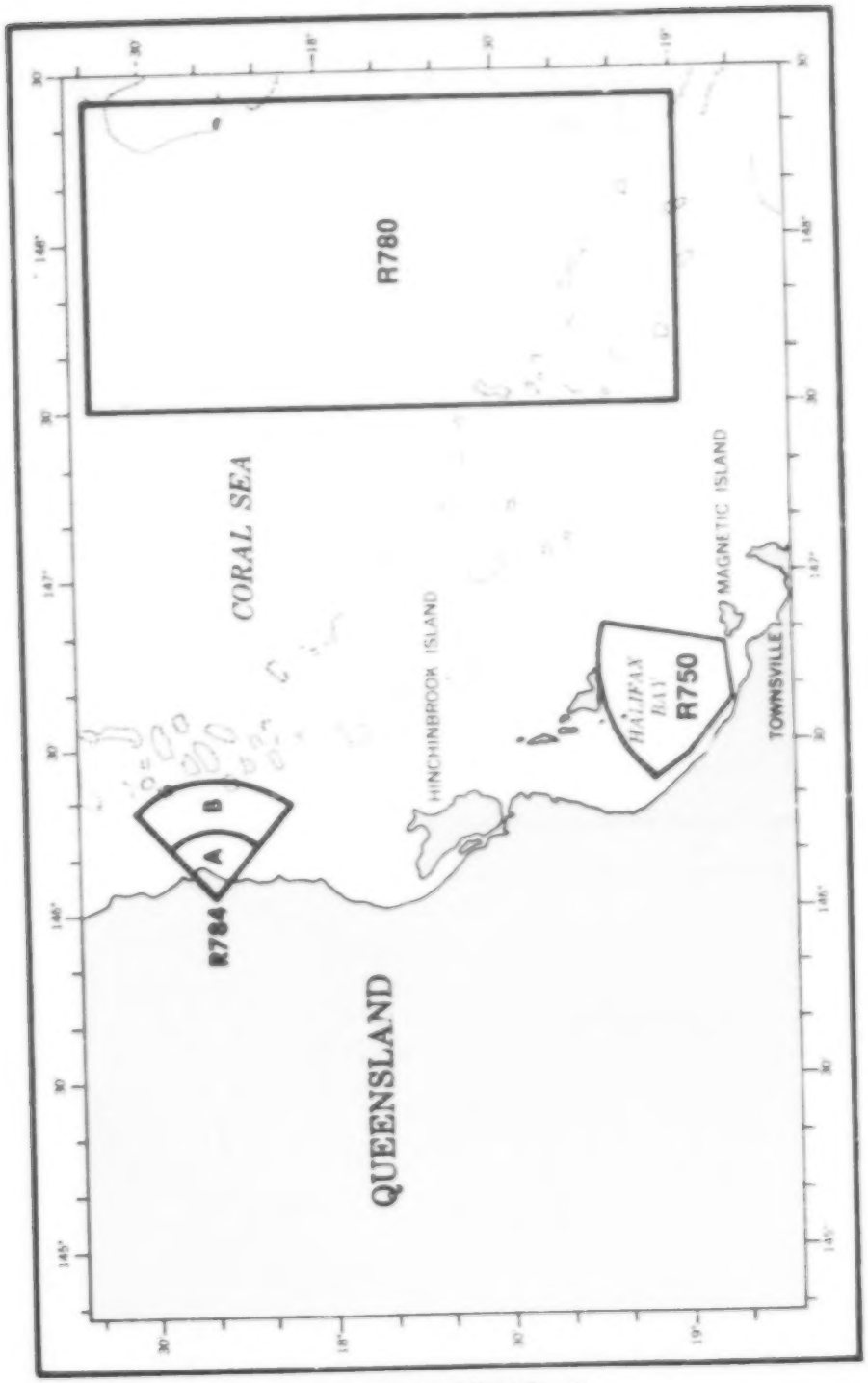


CHARTLET NO. 3

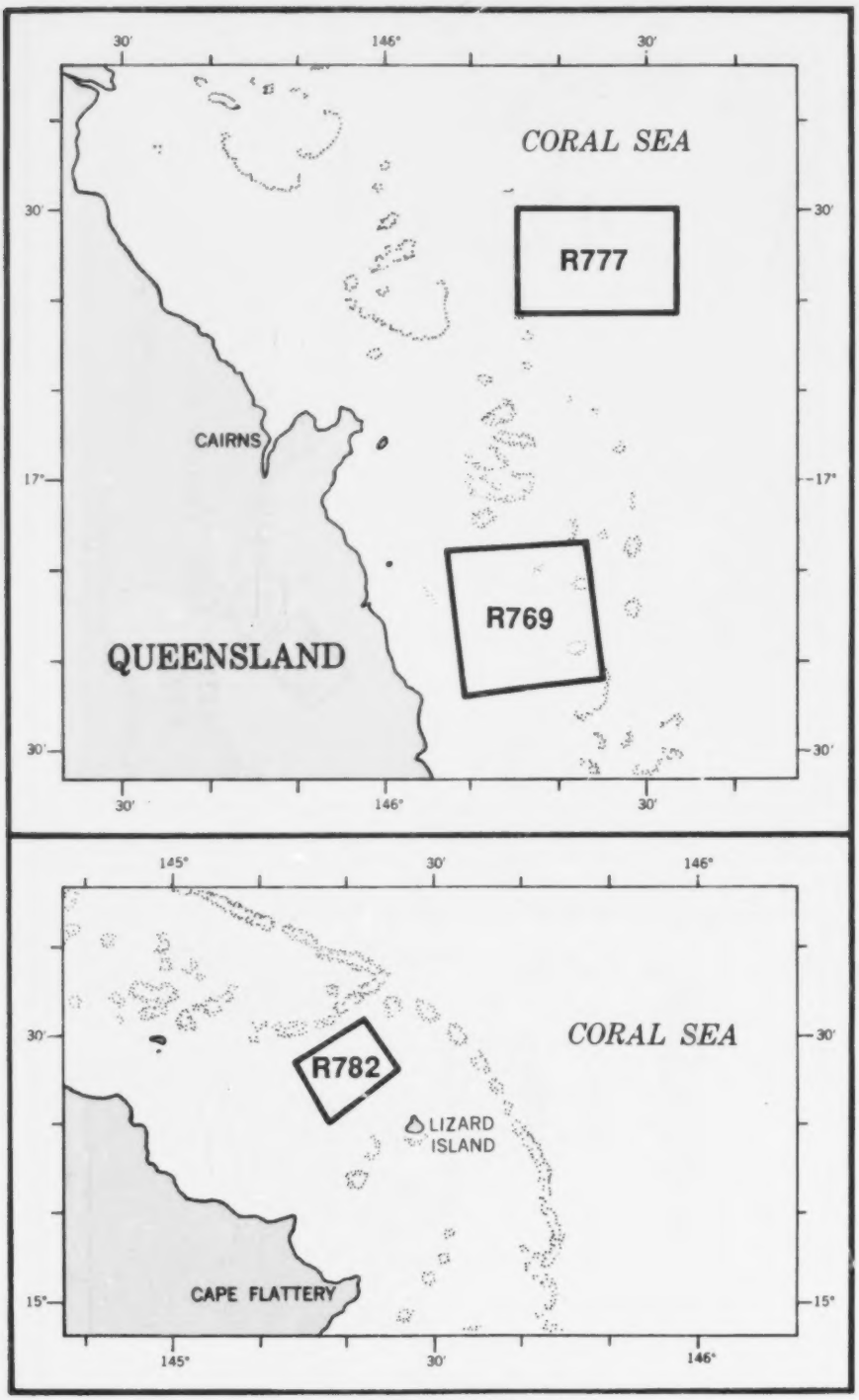


CHARTLET NO. 5

SAILING DIRECTIONS

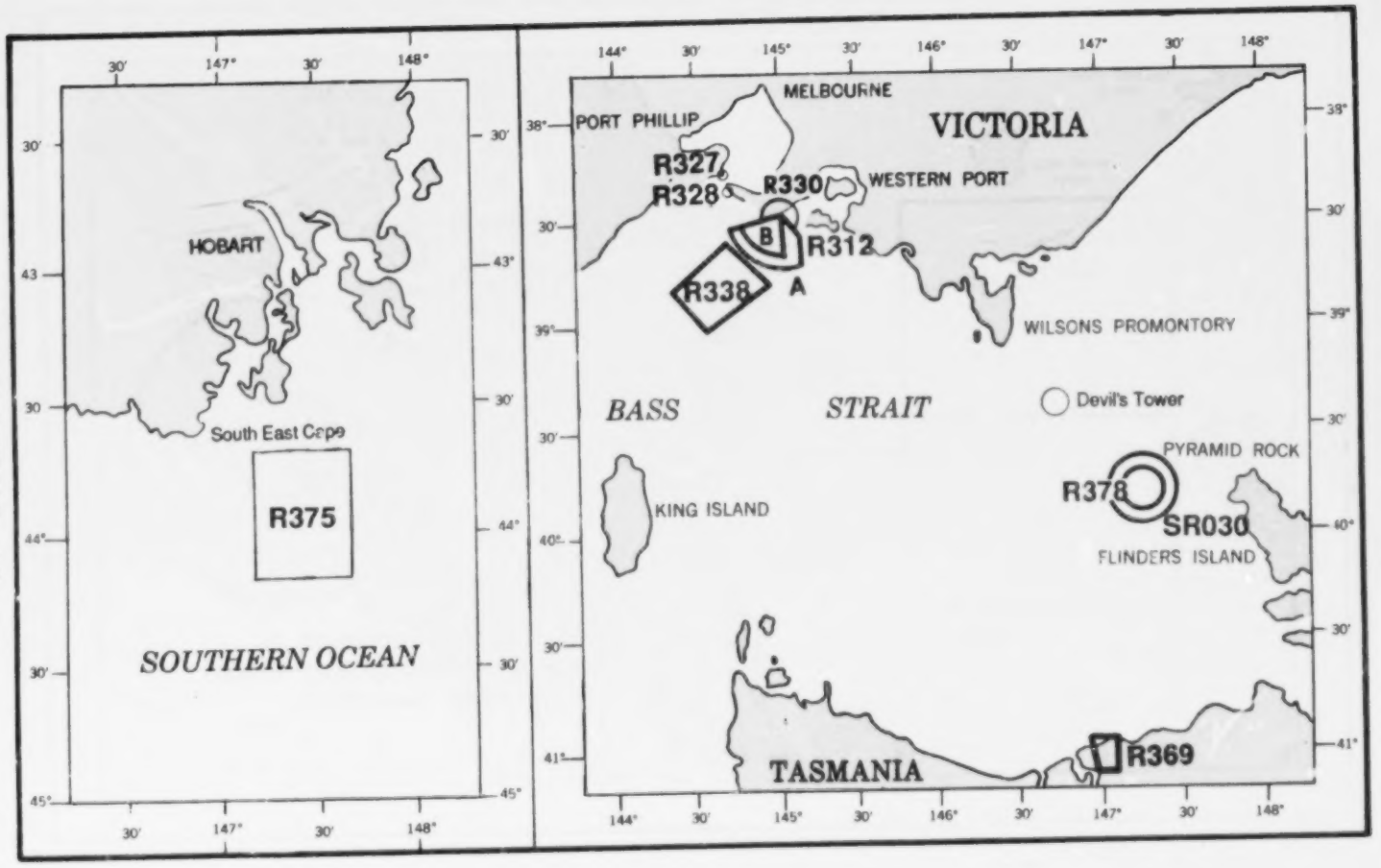


CHARTLET NO. 6



CHARTLET NO. 7

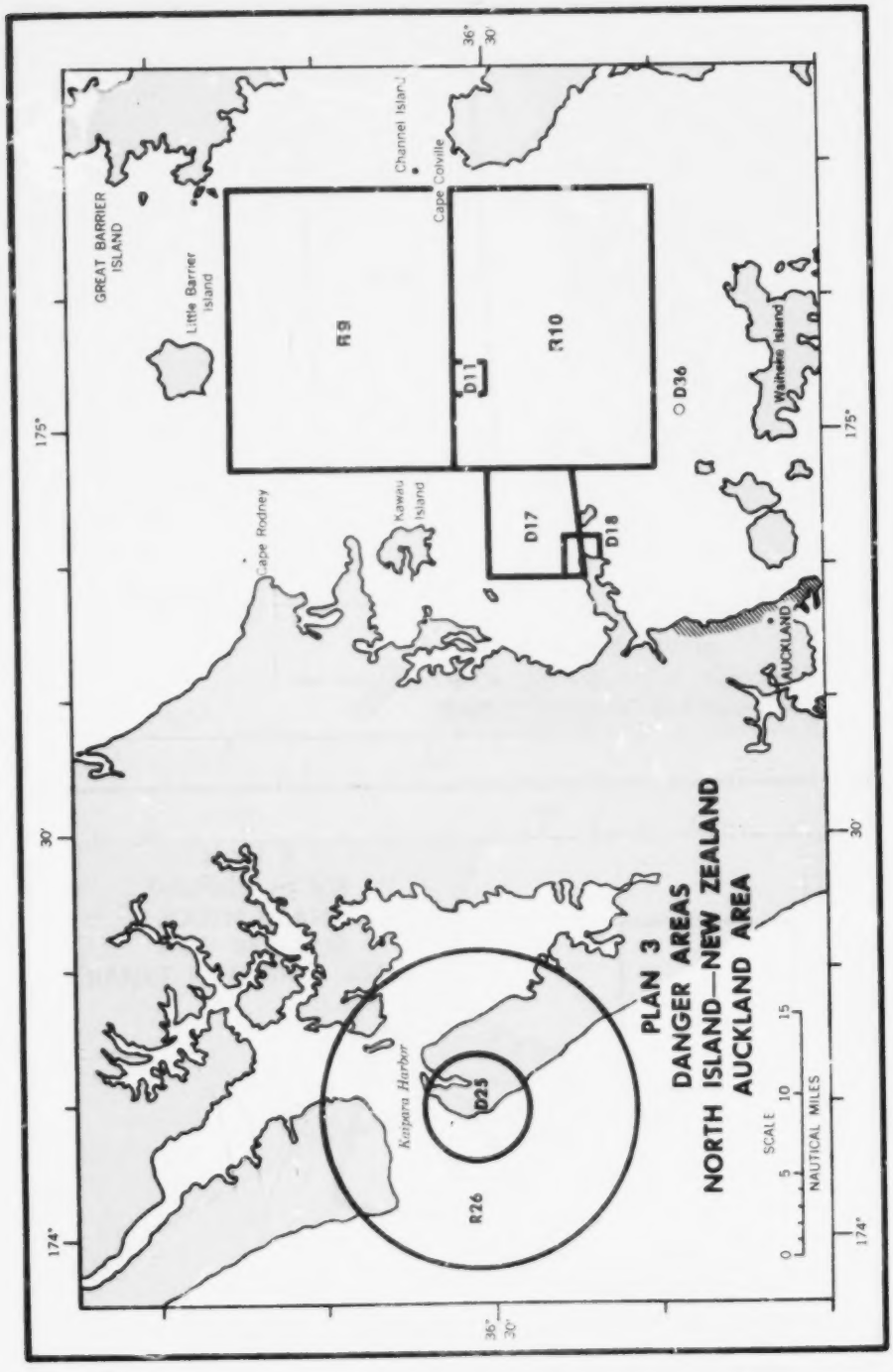
best copy available

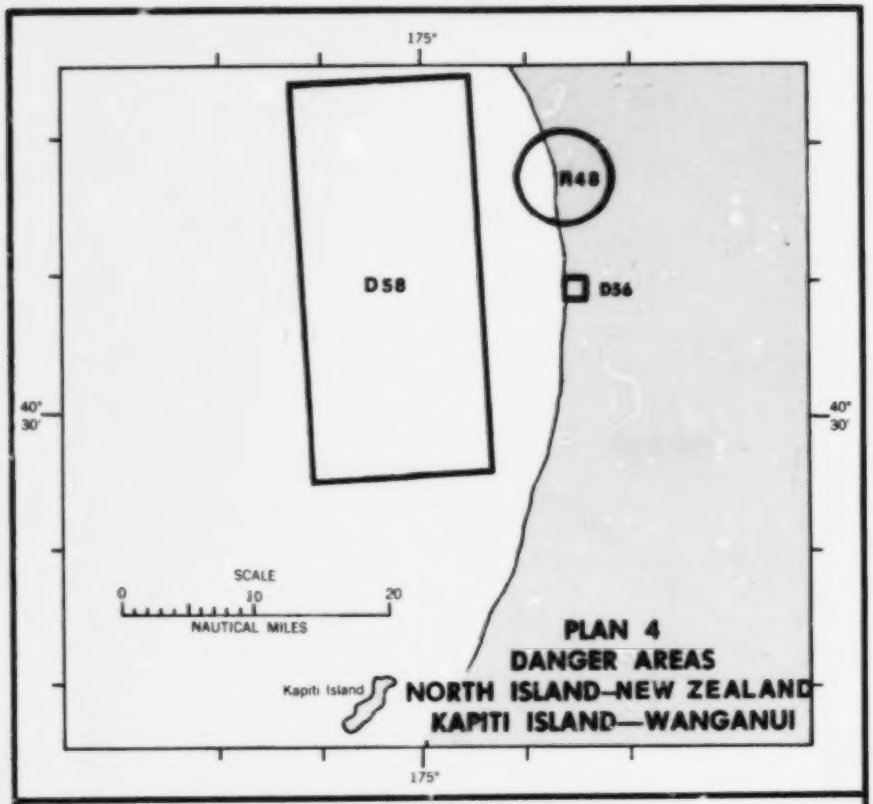


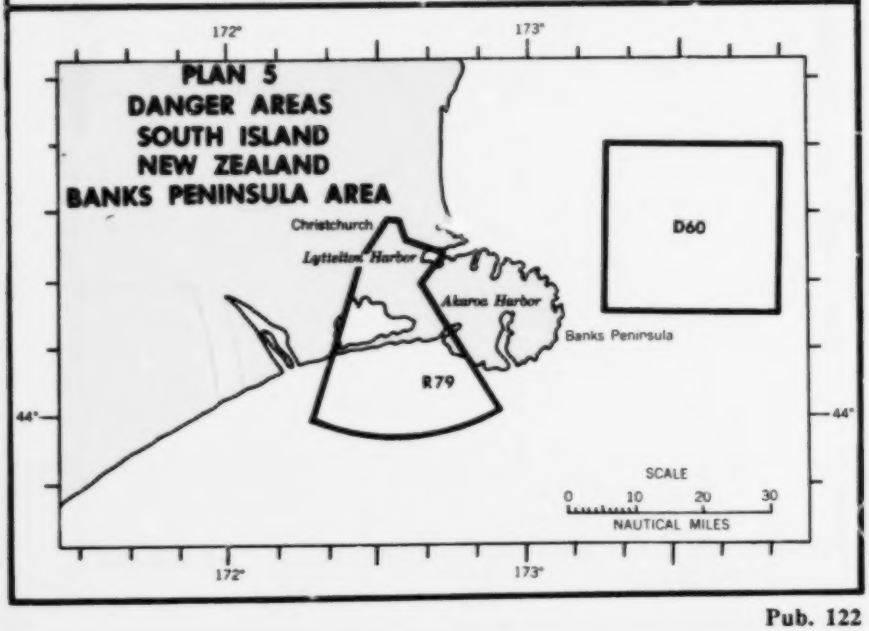
CHARTLET NO. 12

SD-213

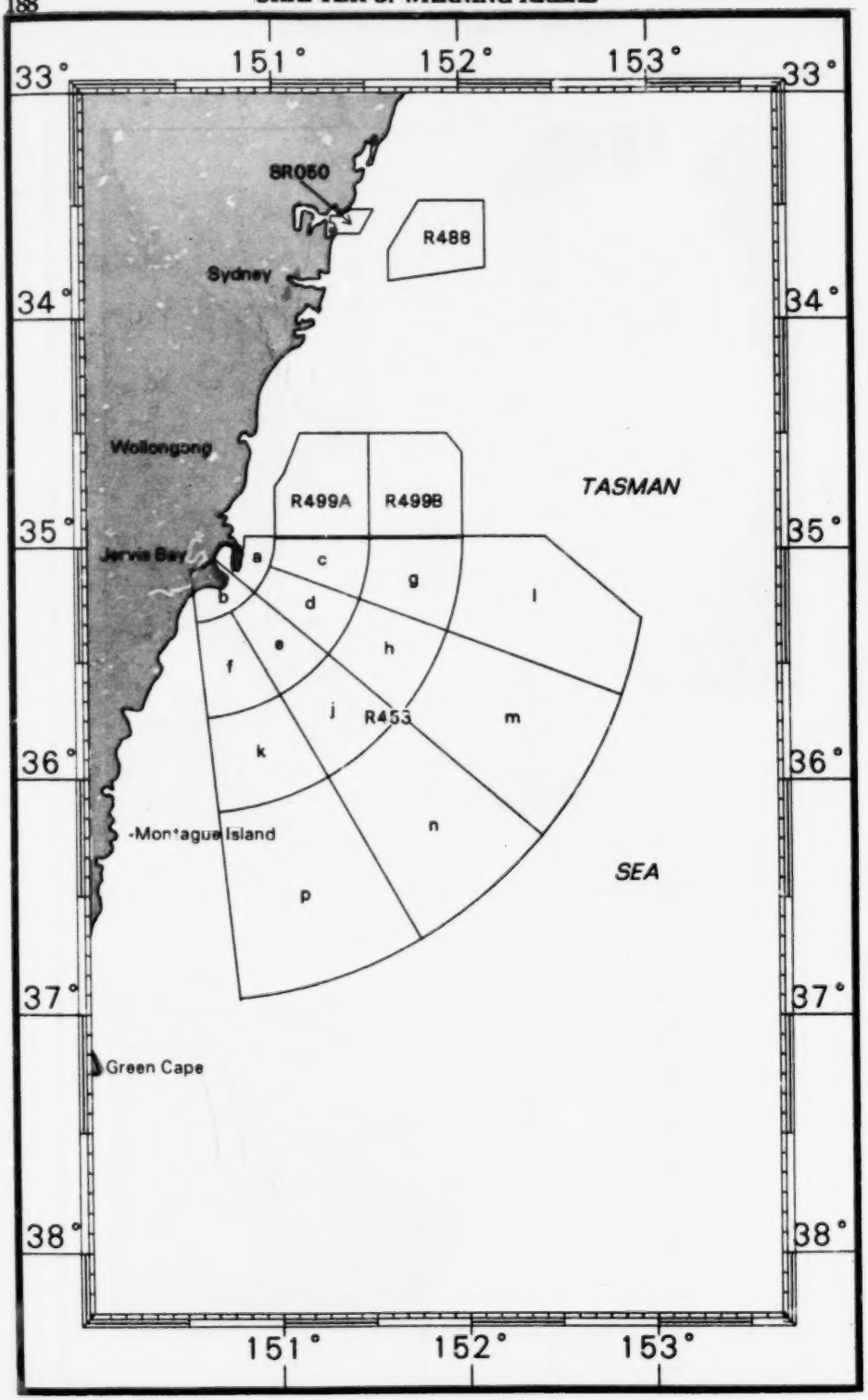
Pub.122


GREAT BARRIER ISLAND
Little Barrier Island
Channel Island
Cape Colville
R9
R10
D11
D36
Waiheke Island
Cape Rodney
Kawau Island
D17
D18
AUCKLAND
Kaipara Harbor
D23
R26
PLAN 3
DANGER AREAS
NORTH ISLAND—NEW ZEALAND
AUCKLAND AREA
SCALE
0 5 10 15
NAUTICAL MILES
175°
174°
36° 30'
30'

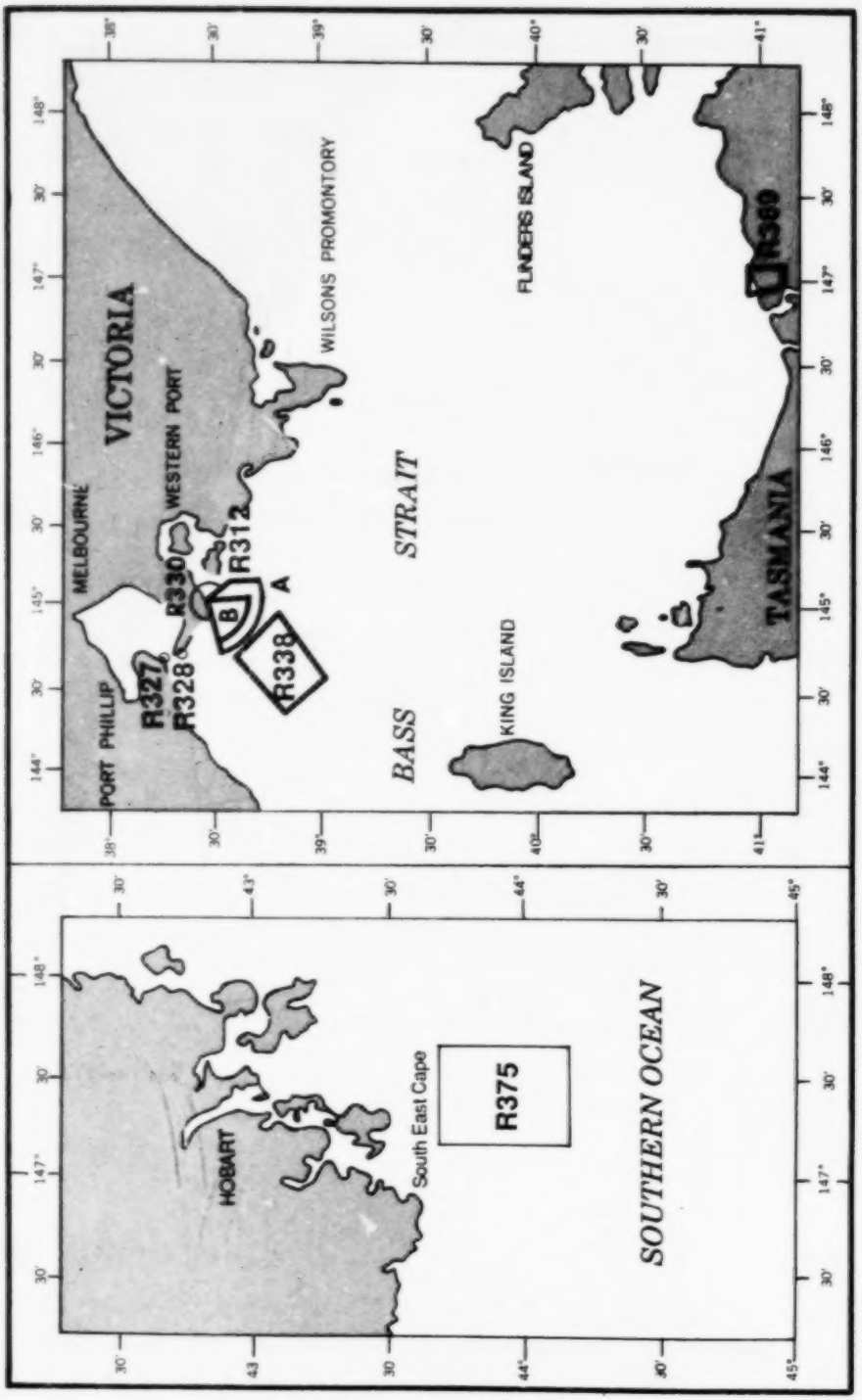

175°
R48
D58
D56
40°
30'
SCALE
0 10 20
NAUTICAL MILES
Kapiti Island
PLAN 4
DANGER AREAS
NORTH ISLAND–NEW ZEALAND
KAPITI ISLAND—WANGANUI
175°


172°
173°
PLAN 5
DANGER AREAS
SOUTH ISLAND
NEW ZEALAND
BANKS PENINSULA AREA
Christchurch
Lyttelton Harbor
Akaroa Harbor
Banks Peninsula
D60
R79
44°
SCALE
0 10 20 30
NAUTICAL MILES
172°
173°

Pub. 122


33°
151°
152°
153°
33°
SR050
R488
Sydney
34°
34°
Wollongong
TASMAN
R499A
R499B
35°
35°
Jervis Bay
a
c
g
l
b
d
e
h
f
j
R453
m
36°
36°
k
Montague Island
n
SEA
p
37°
37°
Green Cape
38°
38°
151°
152°
153°

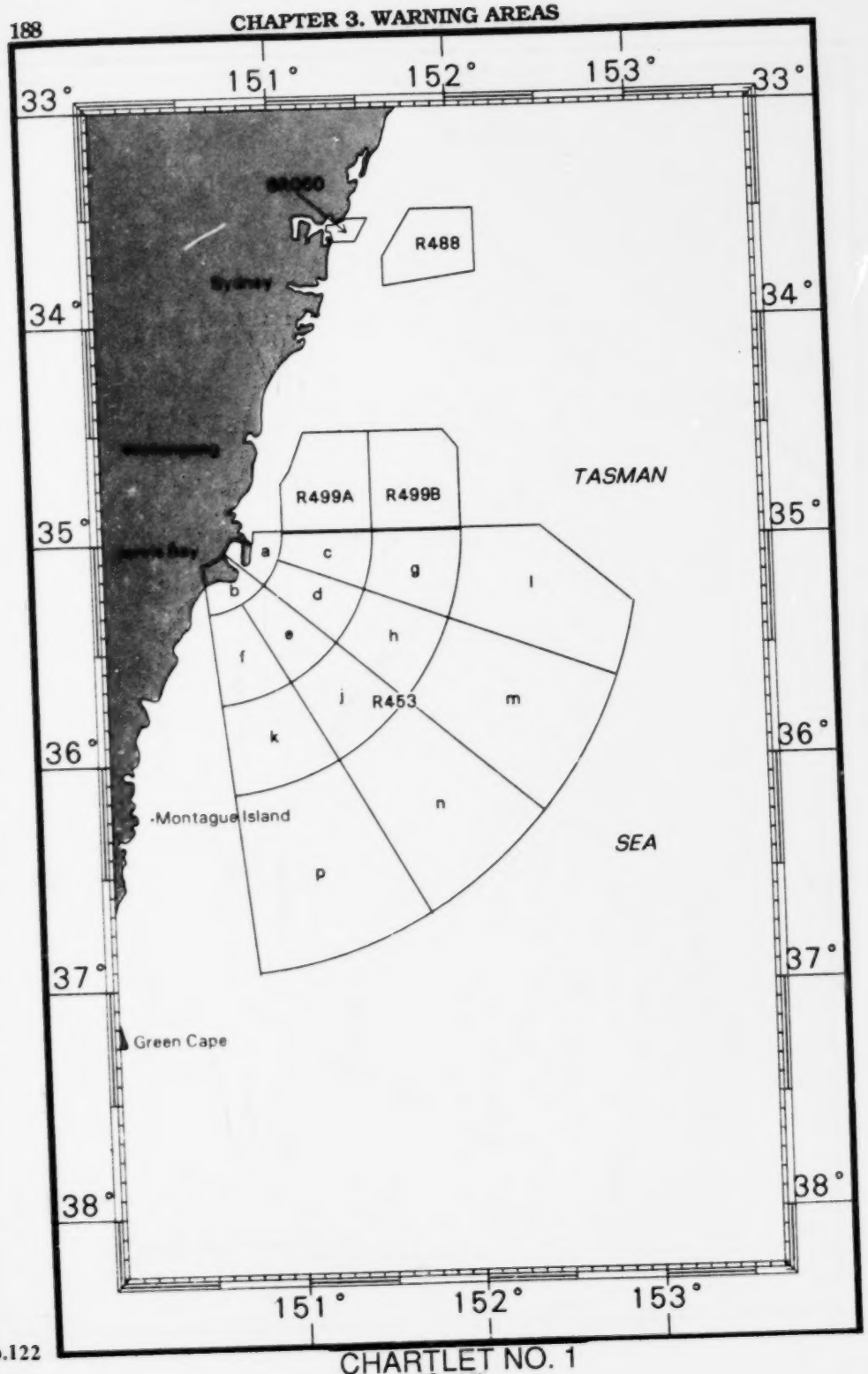
CHARLET NO. 1



CHARTLET NO. 12

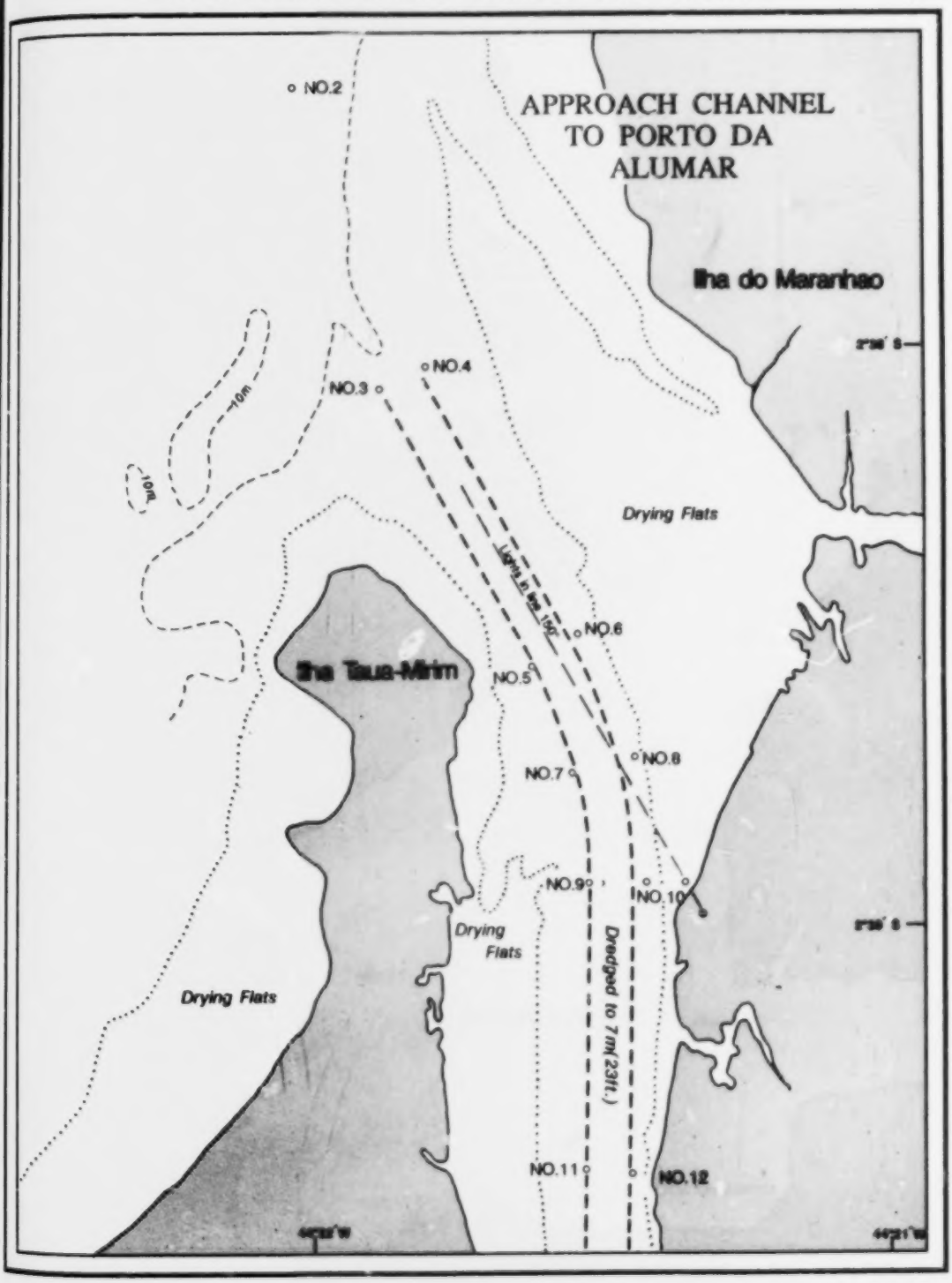
Pub.122

SD-217



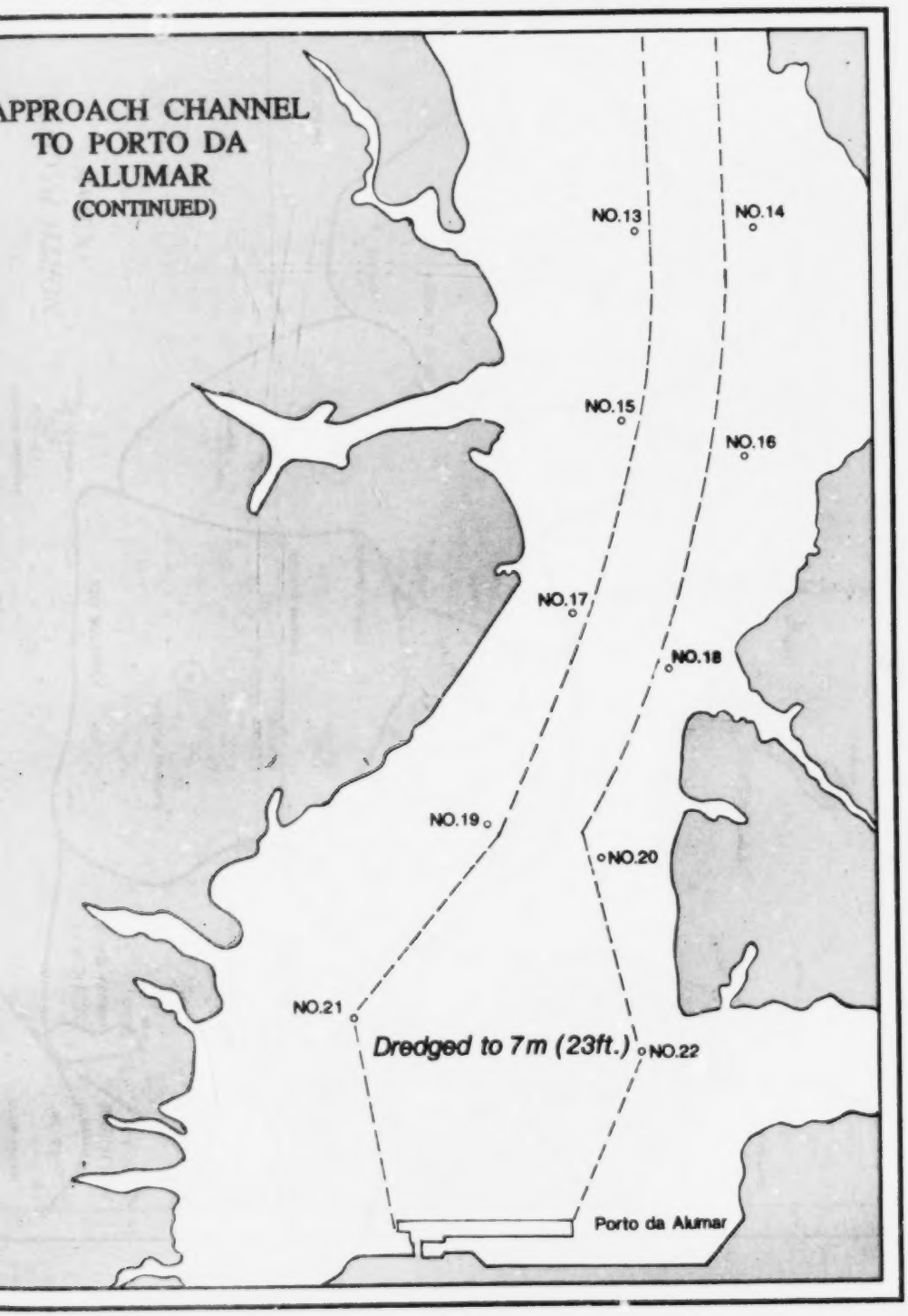
CHARTLET NO. 1
SD-218

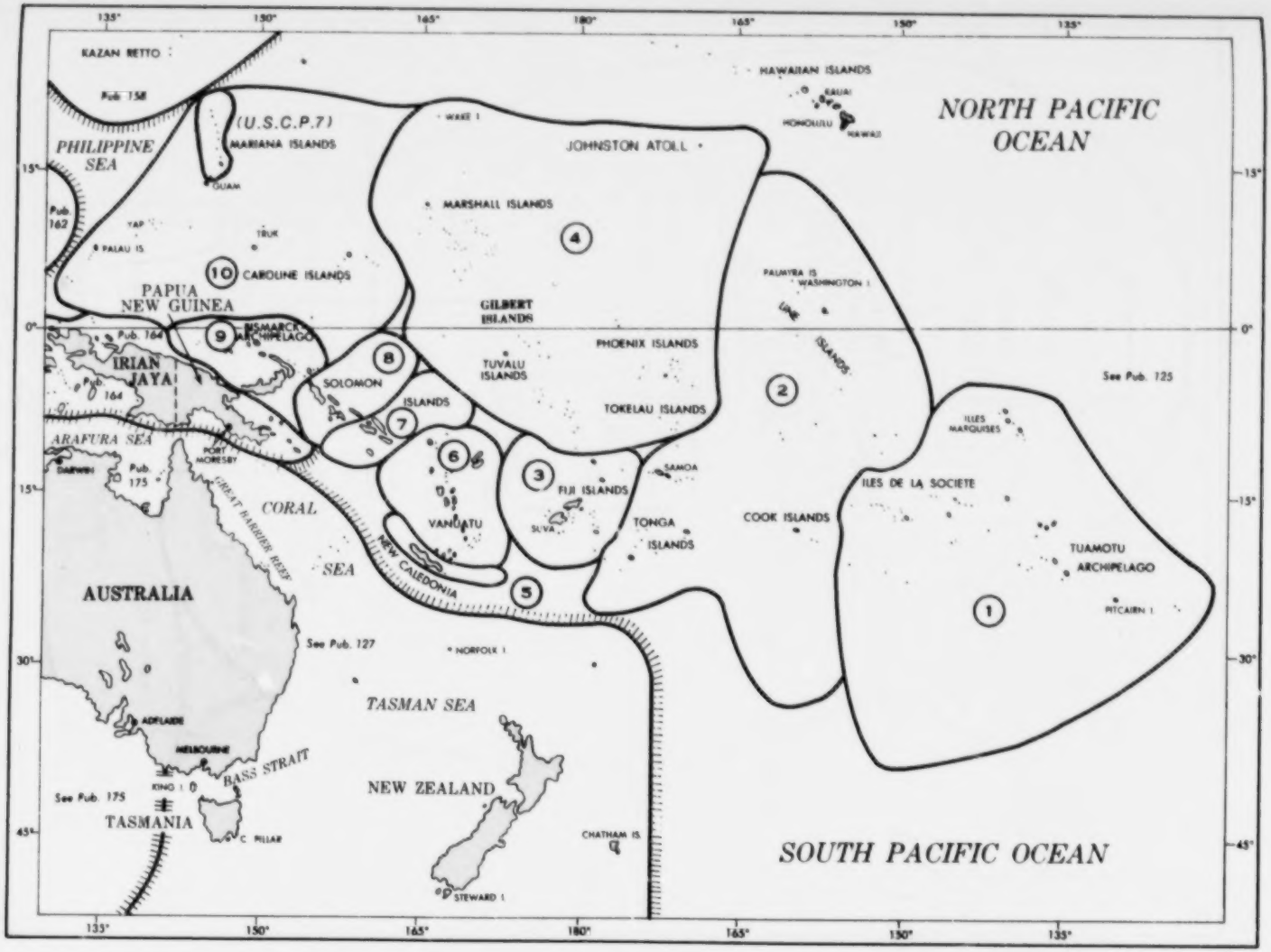
SECTOR 8. ESTRECHO DE MAGALLANES


APPROACH CHANNEL
TO PORTO DA
ALUMAR
Ilha do Maranhao
NO.2
NO.3
NO.4
NO.5
NO.6
NO.7
NO.8
NO.9
NO.10
NO.11
NO.12
10m
Drying Flats
Ilha Taua-Mirim
Drying
Flats
Drying Flats
Dredged to 7m(23ft.)

Pub.124

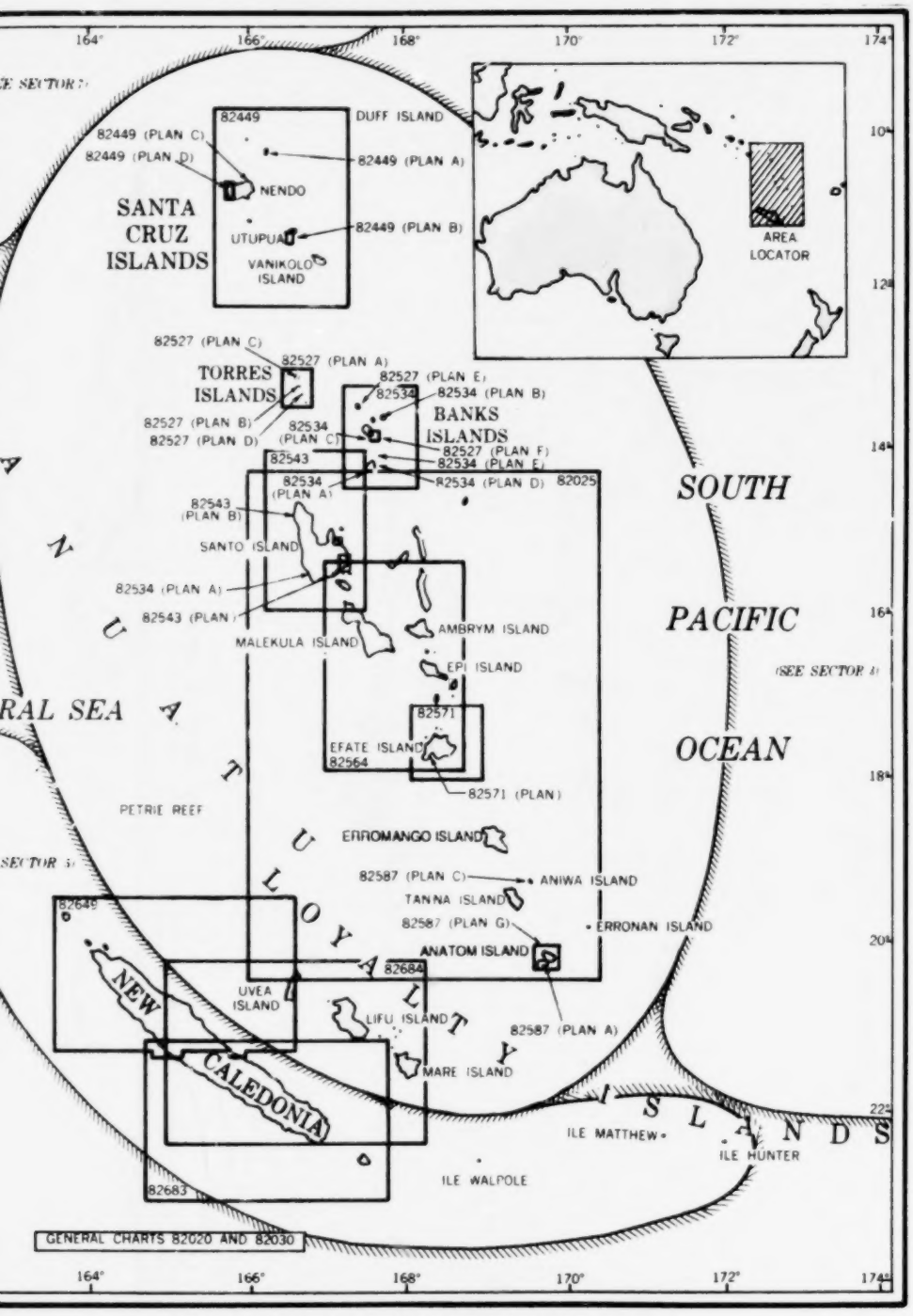
SECTOR 2. PONTA CURUCA TO PONTA DE SANTO ANTONIO





SAILING DIRECTIONS

10°
12°
14°
16°
18°
20°
22°
24°



Additional chart coverage may be found in CATP2, Catalog of Nautical Charts.

SECTOR 6 —CHART INFORMATION

Pub. 126

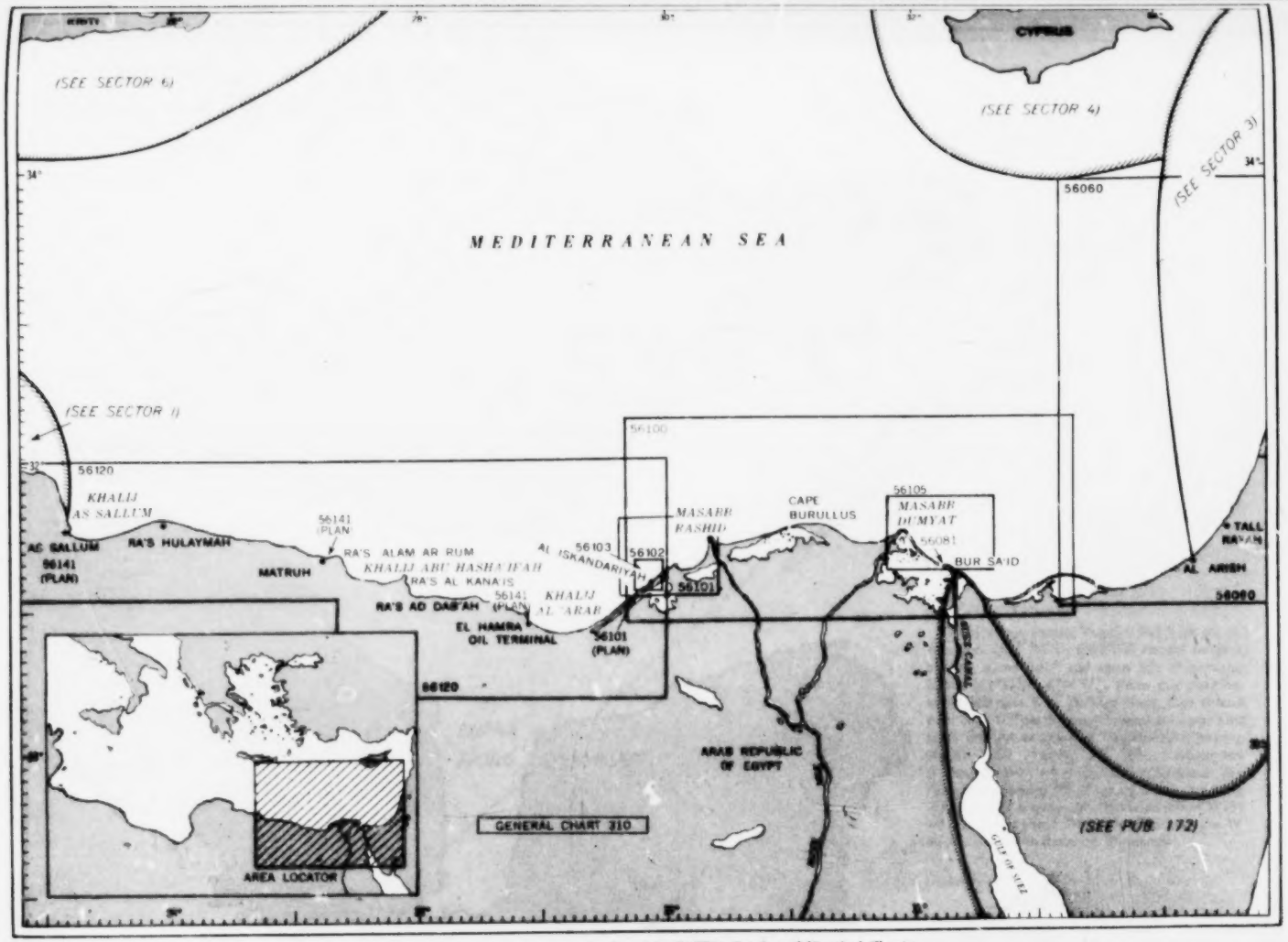
SECTOR 6. ILES LOYAUTE TO SANTA CRUZ ISLANDS

ANATOM ISLAND FROM NW

FUTUNA ISLAND

FUTUNA ISLAND, BEARING 143°, DISTANT 5 MILES

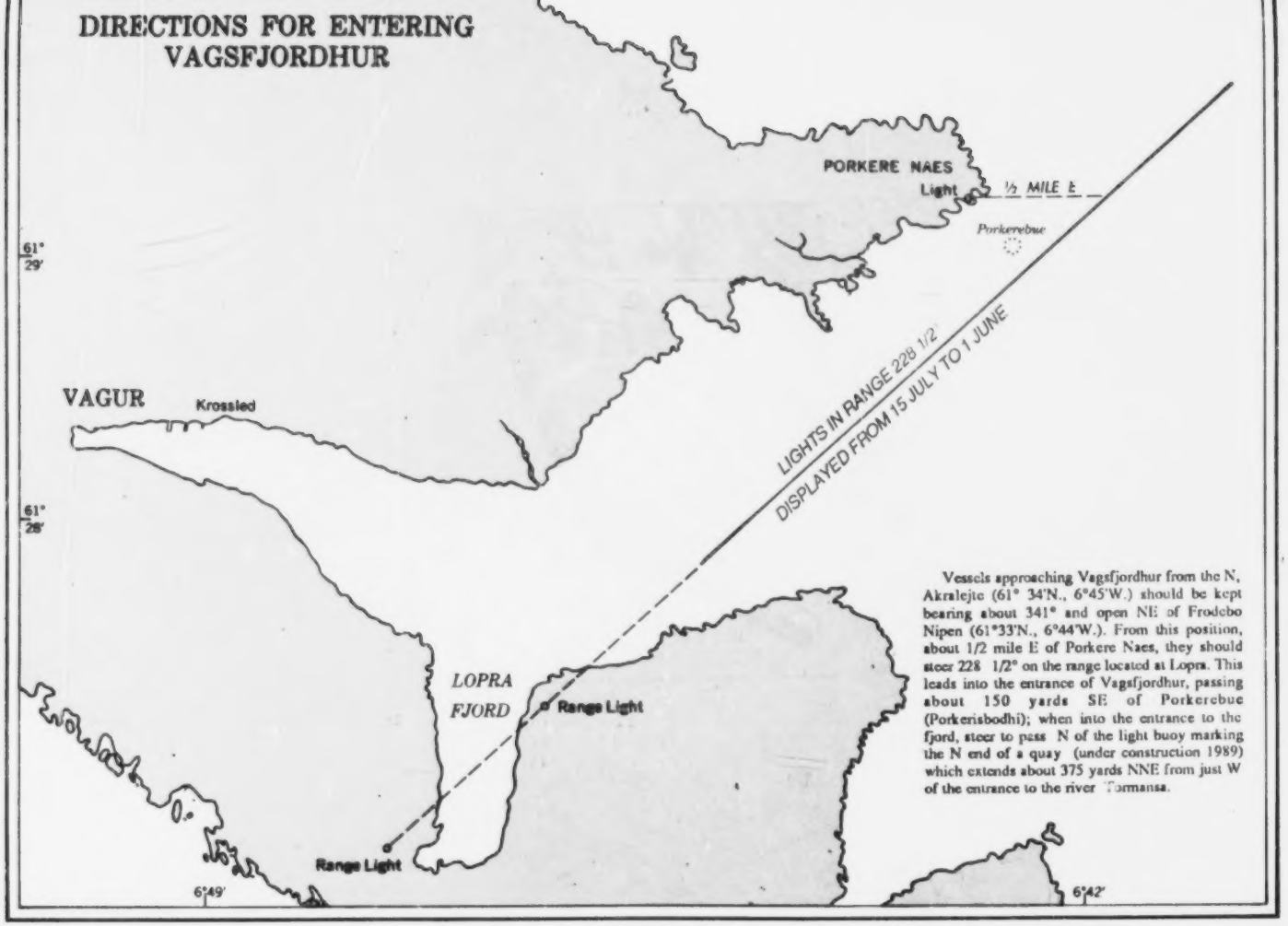
SAILING DIRECTIONS



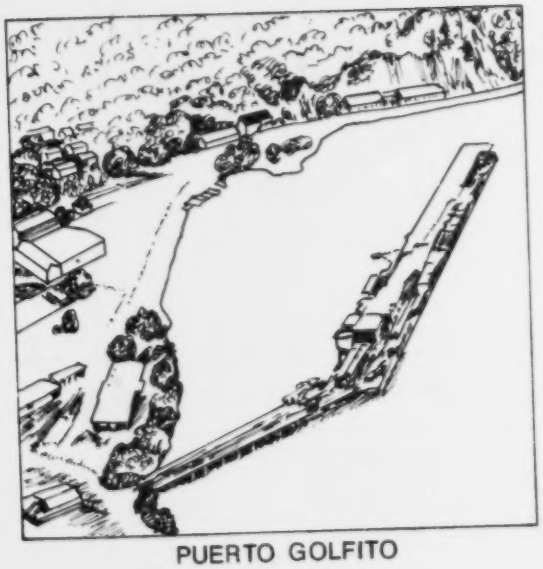
Additional chart coverage may be found in CATP2, Catalog of Nautical Charts.

SECTOR 2—CHART INFORMATION

SAILING DIRECTIONS

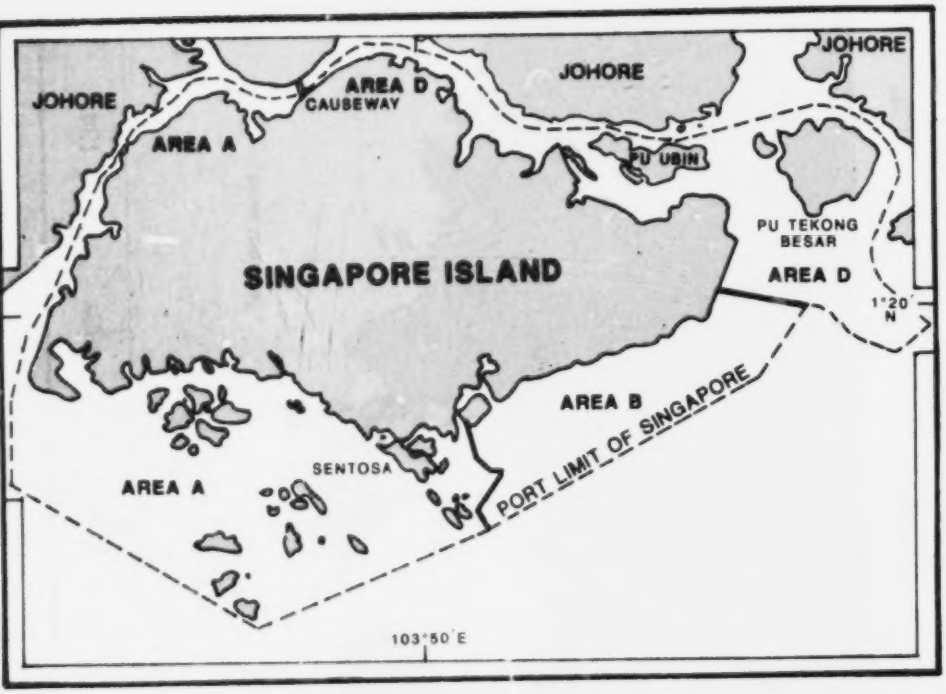

DIRECTIONS FOR ENTERING
VAGSFJORDHUR
PORKERE NAES
Light
½ MILE E
Porkerebue
61° 29'
VAGUR
Krossled
61° 28'
LIGHTS IN RANGE 228 1/2
DISPLAYED FROM 15 JULY TO 1 JUNE
LOPRA
FJORD
Range Light
Range Light
6°49'
6°42'
Vessels approaching Vagsfjordhur from the N, Akralejte (61° 34'N., 6°45'W.) should be kept bearing about 341° and open NE of Frodebo Nipen (61°33'N., 6°44'W.). From this position, about 1/2 mile E of Porkere Naes, they should steer 228 1/2° on the range located at Lopra. This leads into the entrance of Vagsfjordhur, passing about 150 yards SE of Porkerebue (Porkerisbodhi); when into the entrance to the fjord, steer to pass N of the light buoy marking the N end of a quay (under construction 1989) which extends about 375 yards NNE from just W of the entrance to the river Tormansa.

Pub. 153

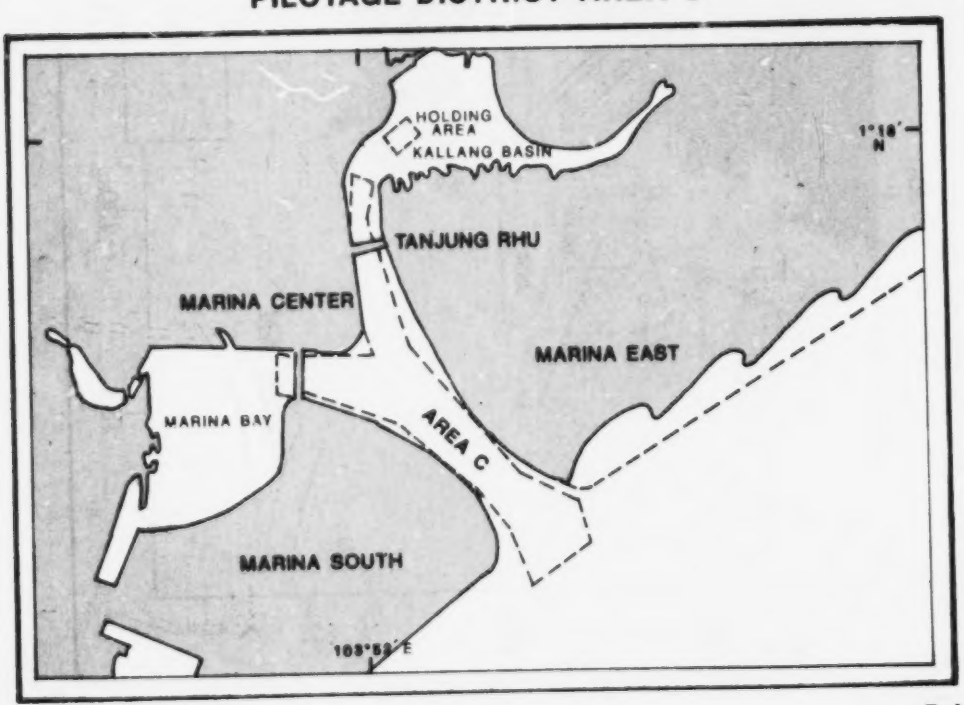


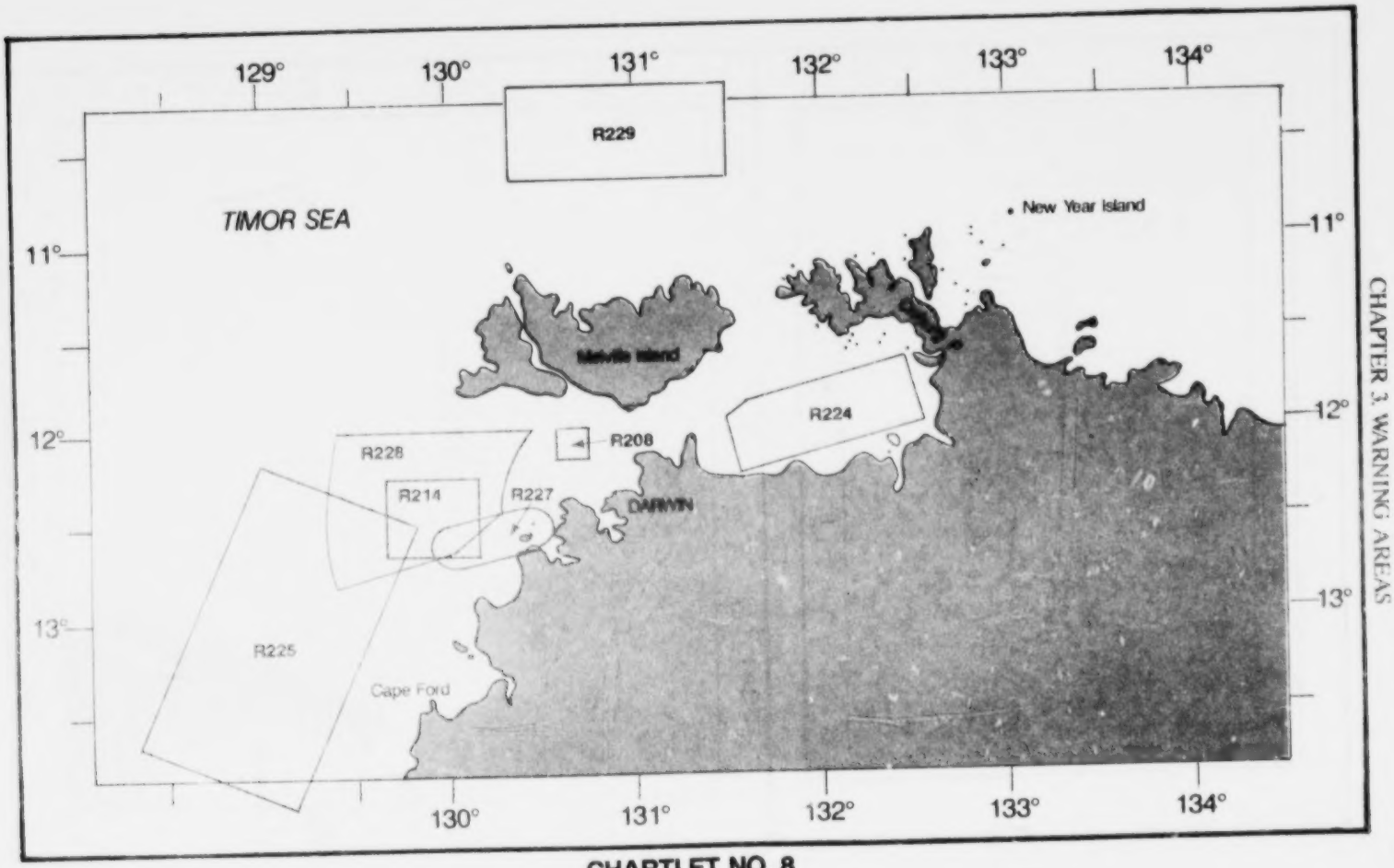
PUERTO GOLFITO

PILOTAGE DISTRICT AREAS A,B&D



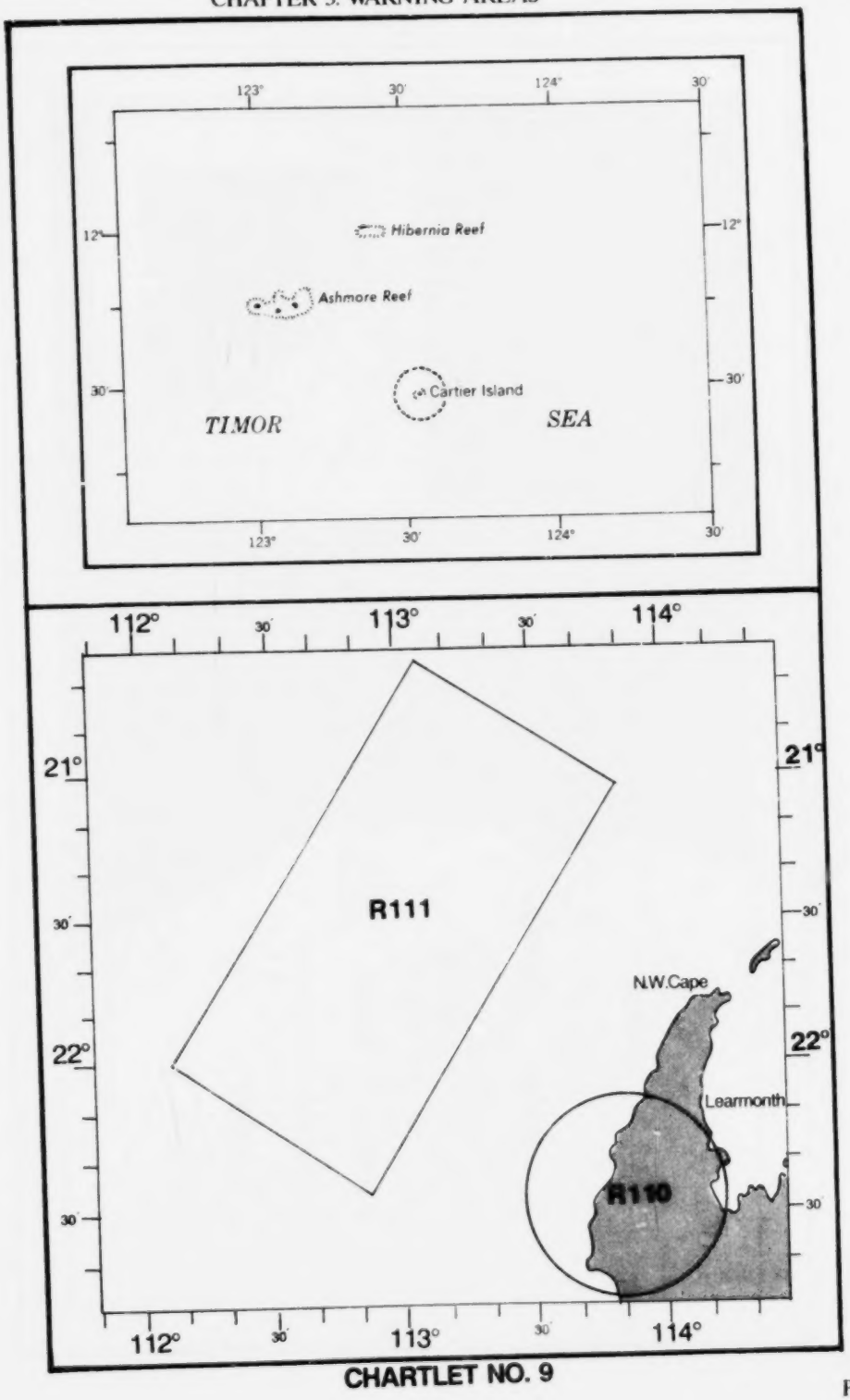
PILOTAGE DISTRICT AREA C



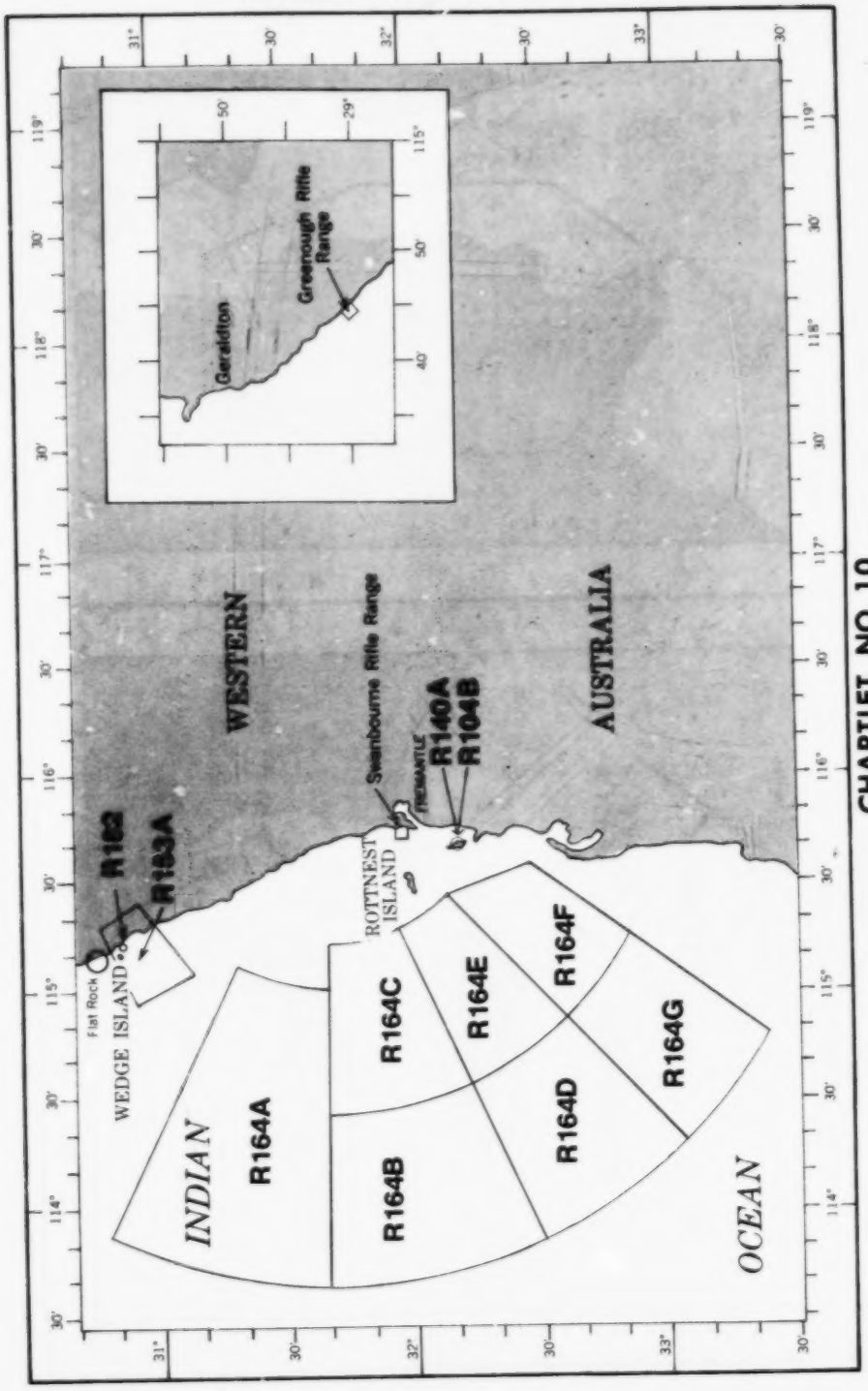


CHARTLET NO. 8

SAILING DIRECTIONS



CHARTLET NO. 9

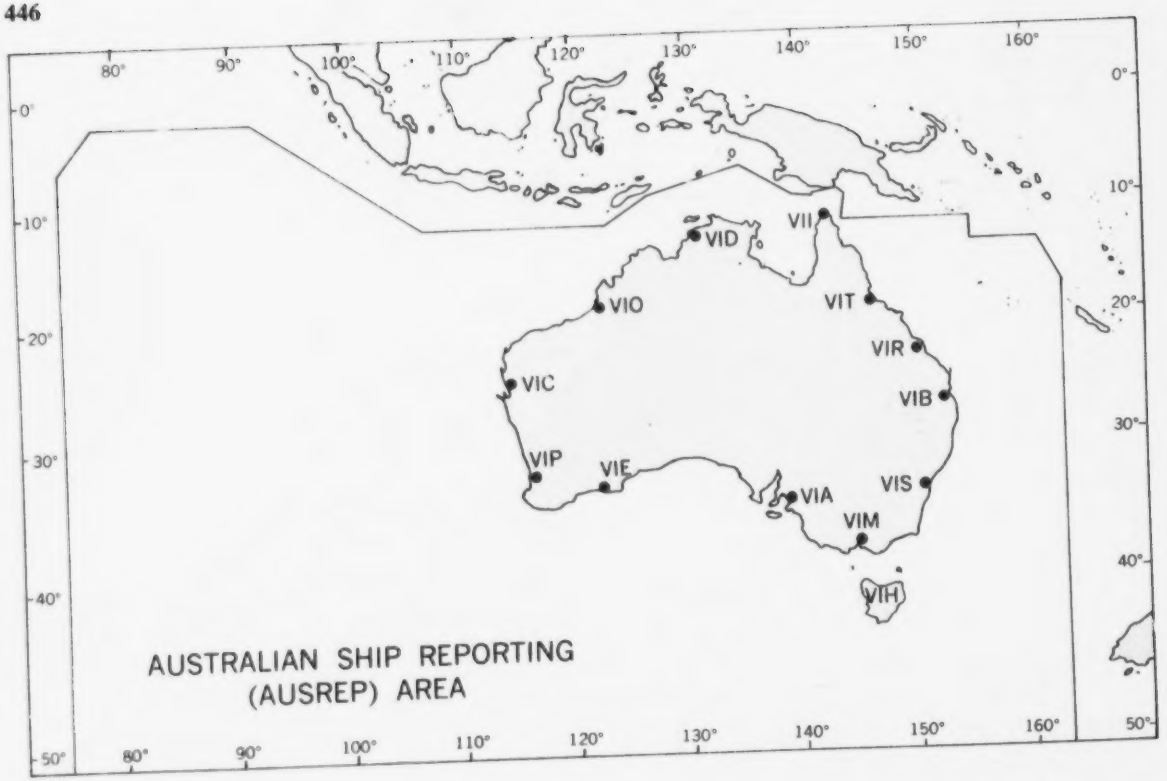


CHARTLET NO. 10

SAILING DIRECTIONS

CHARTLET NO. 11

SAILING DIRECTIONS


80°
90°
100°
110°
120°
130°
140°
150°
160°
0°
10°
20°
30°
40°
50°
VII
VID
VIO
VIT
VIR
VIB
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VIA
VIS
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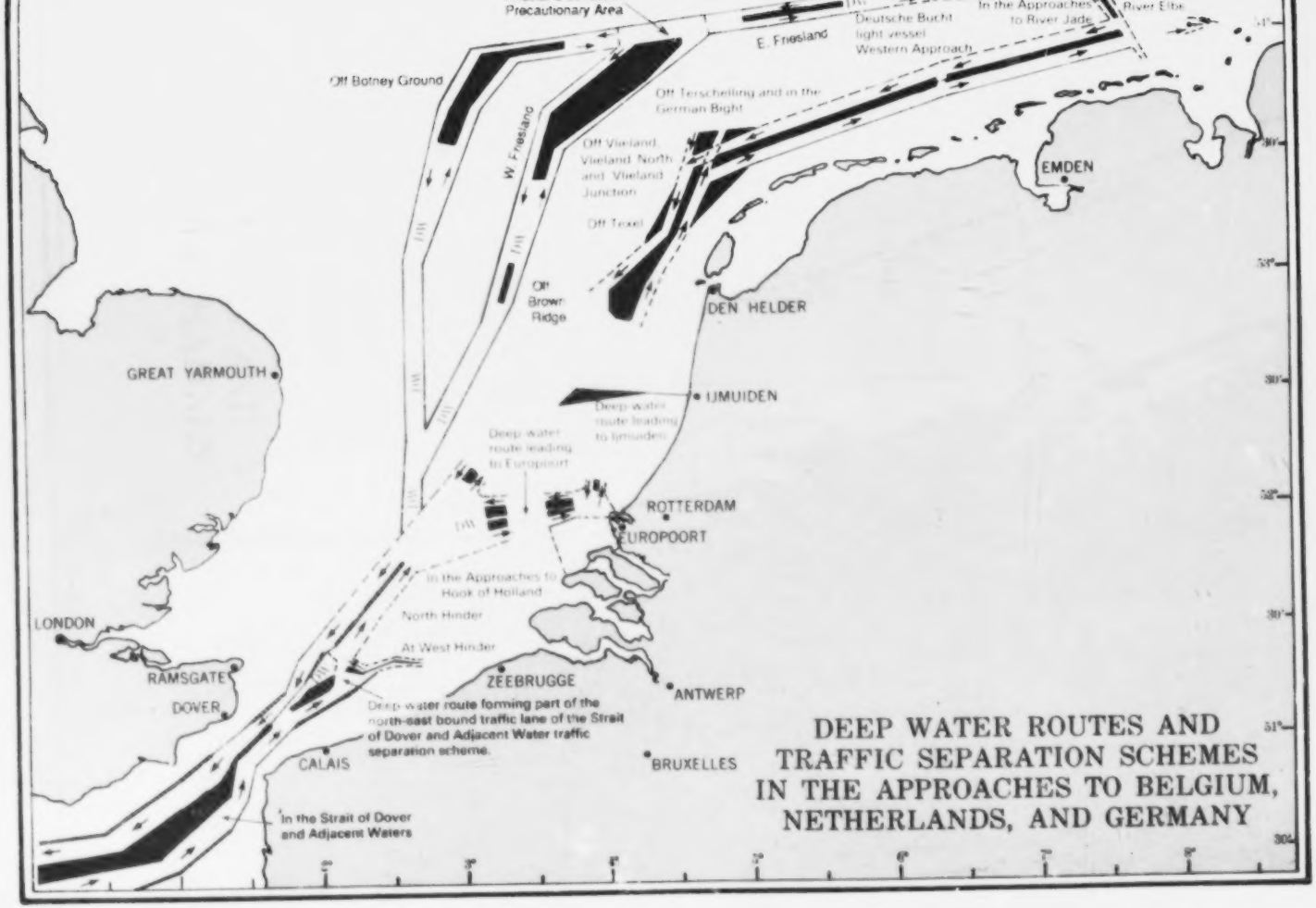
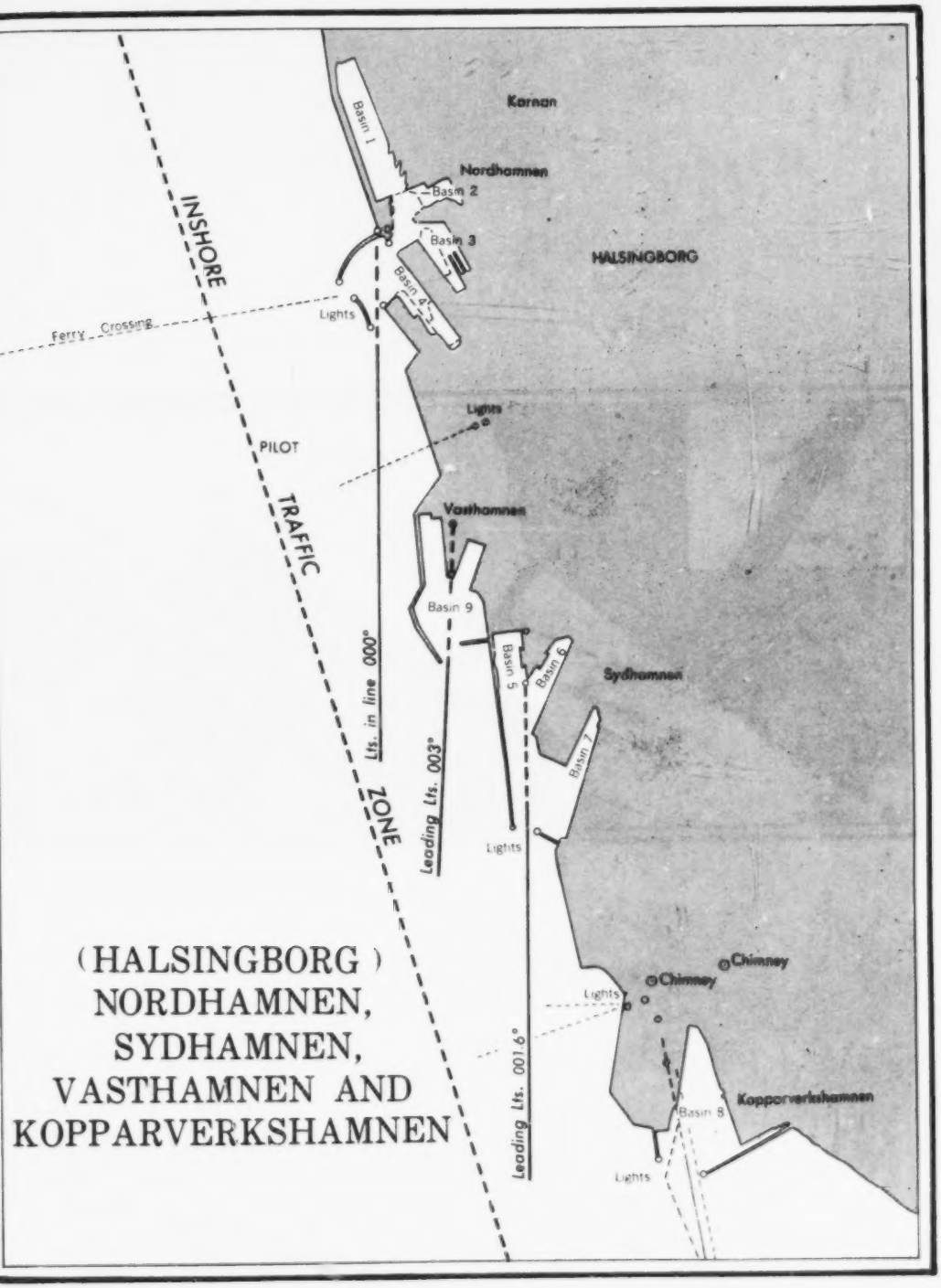
VIH
AUSTRALIAN SHIP REPORTING
(AUSREP) AREA

Pub. 170

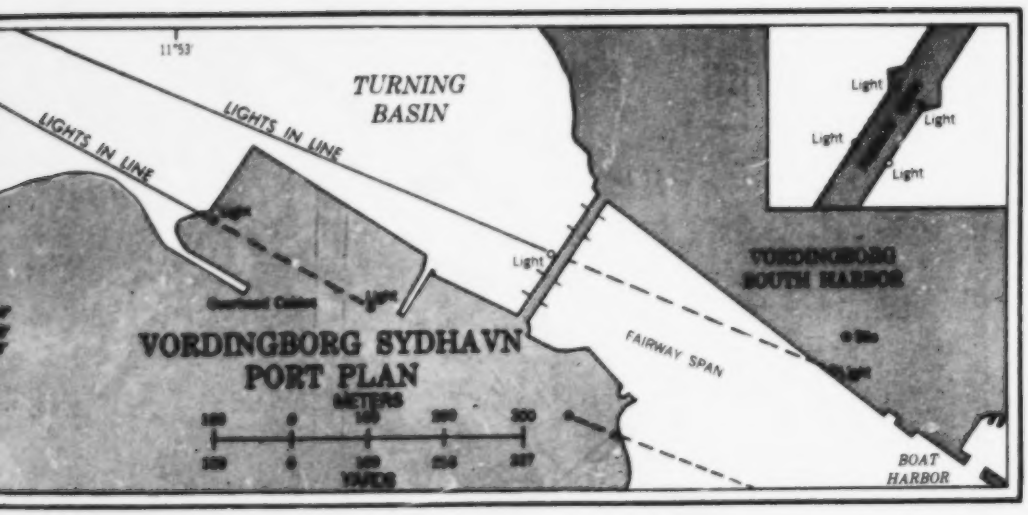


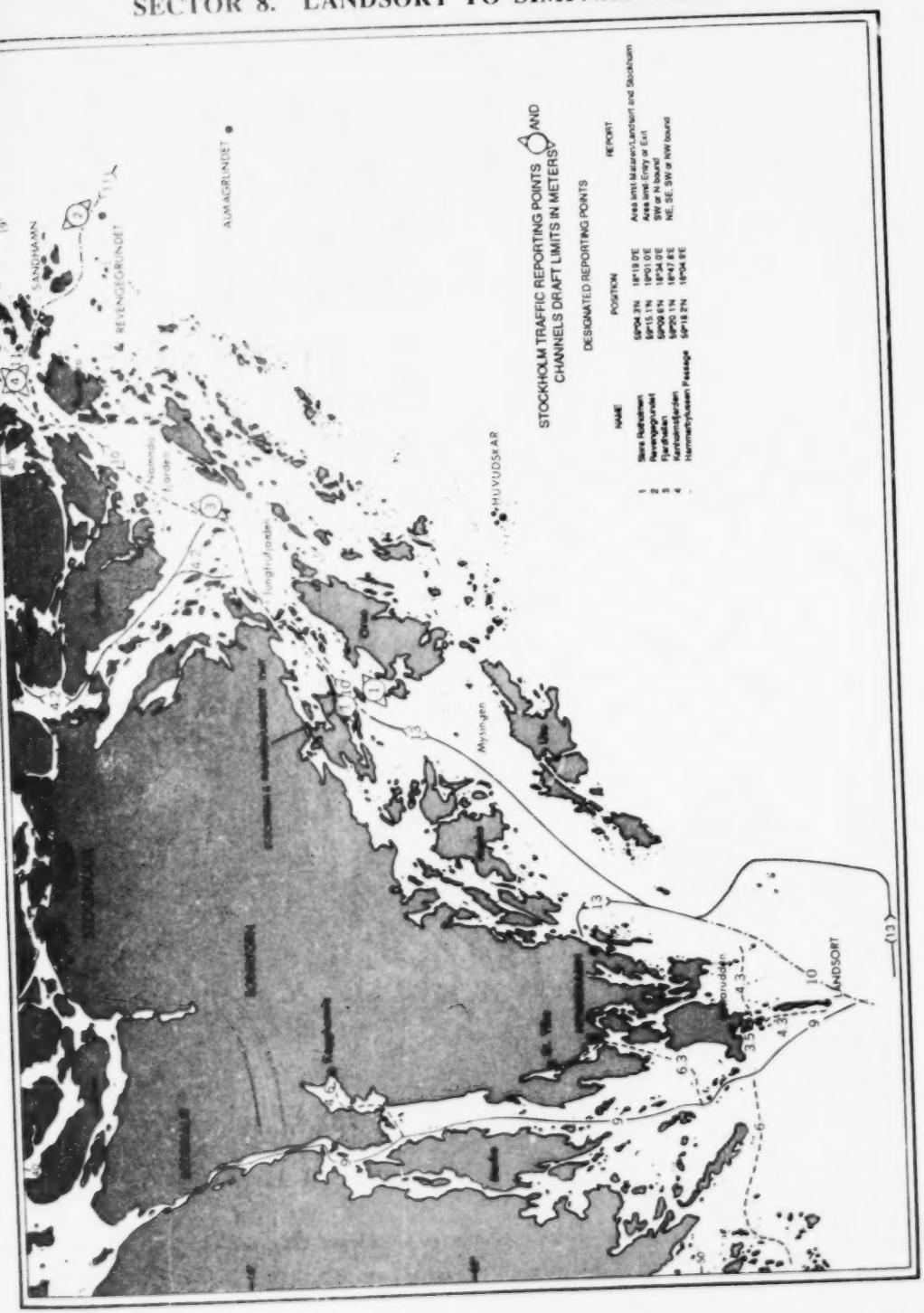
DEEP WATER ROUTES AND TRAFFIC SEPARATION SCHEMES IN THE APPROACHES TO BELGIUM, NETHERLANDS, AND GERMANY



(HALSINGBORG)
NORDHAMNEN,
SYDHAMNEN,
VASTHAMNEN AND
KOPPARVERKSHAMNEN

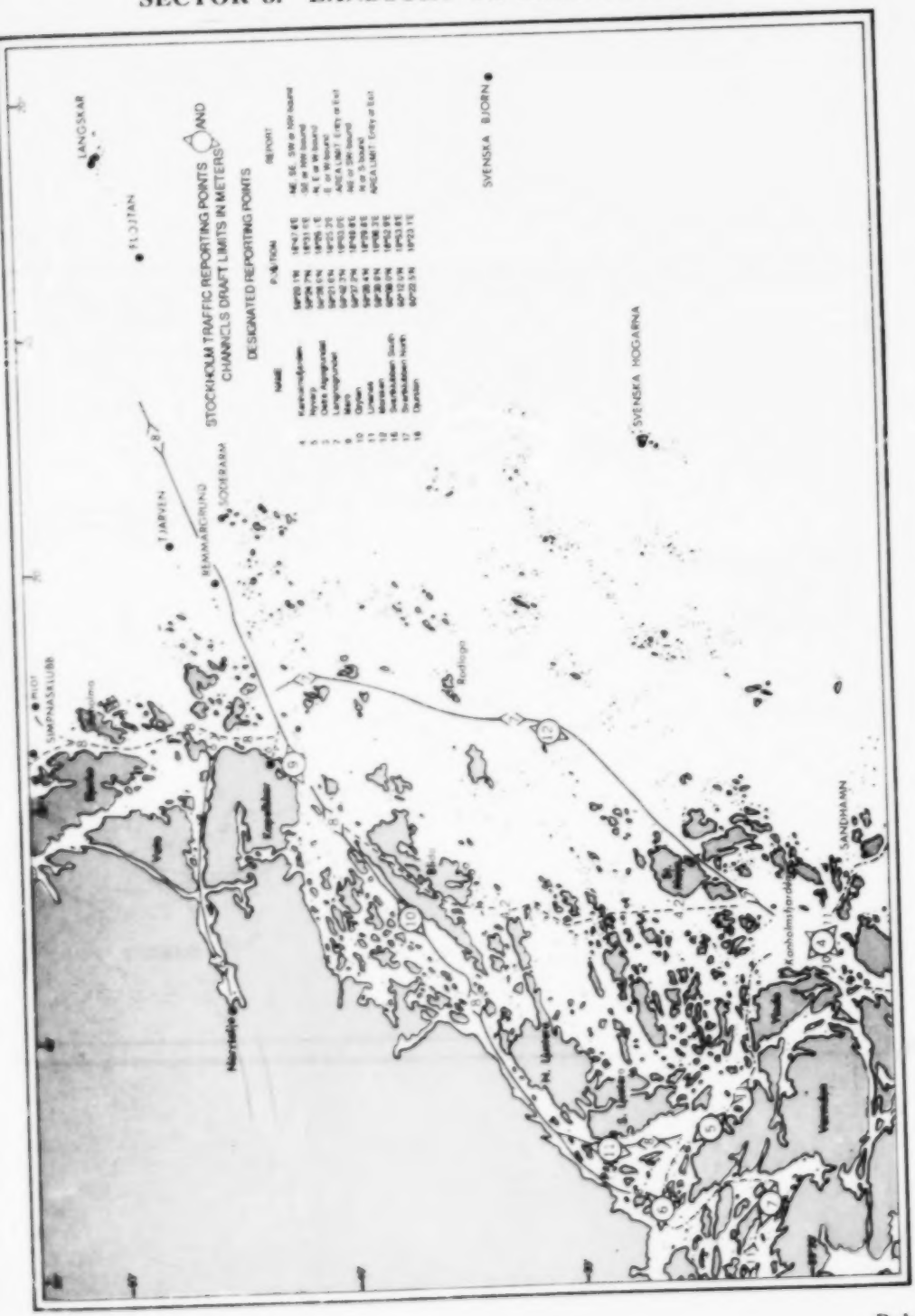
SAILING DIRECTIONS


11°53'
TURNING BASIN
LIGHTS IN LINE
LIGHTS IN LINE
Light
Light
Light
Light
Light
VORDINGBORG SOUTH HARBOR
FAIRWAY SPAN
VORDINGBORG SYDHAVN
PORT PLAN
METERS
YARDS
BOAT HARBOR

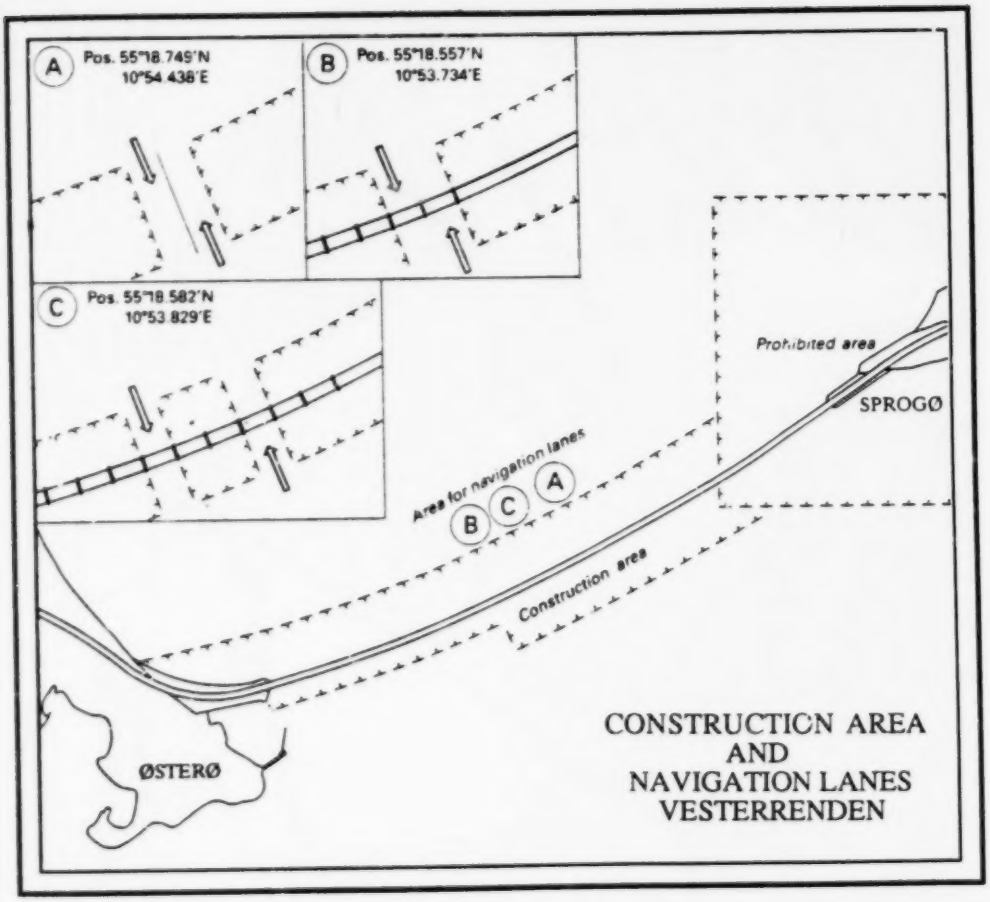


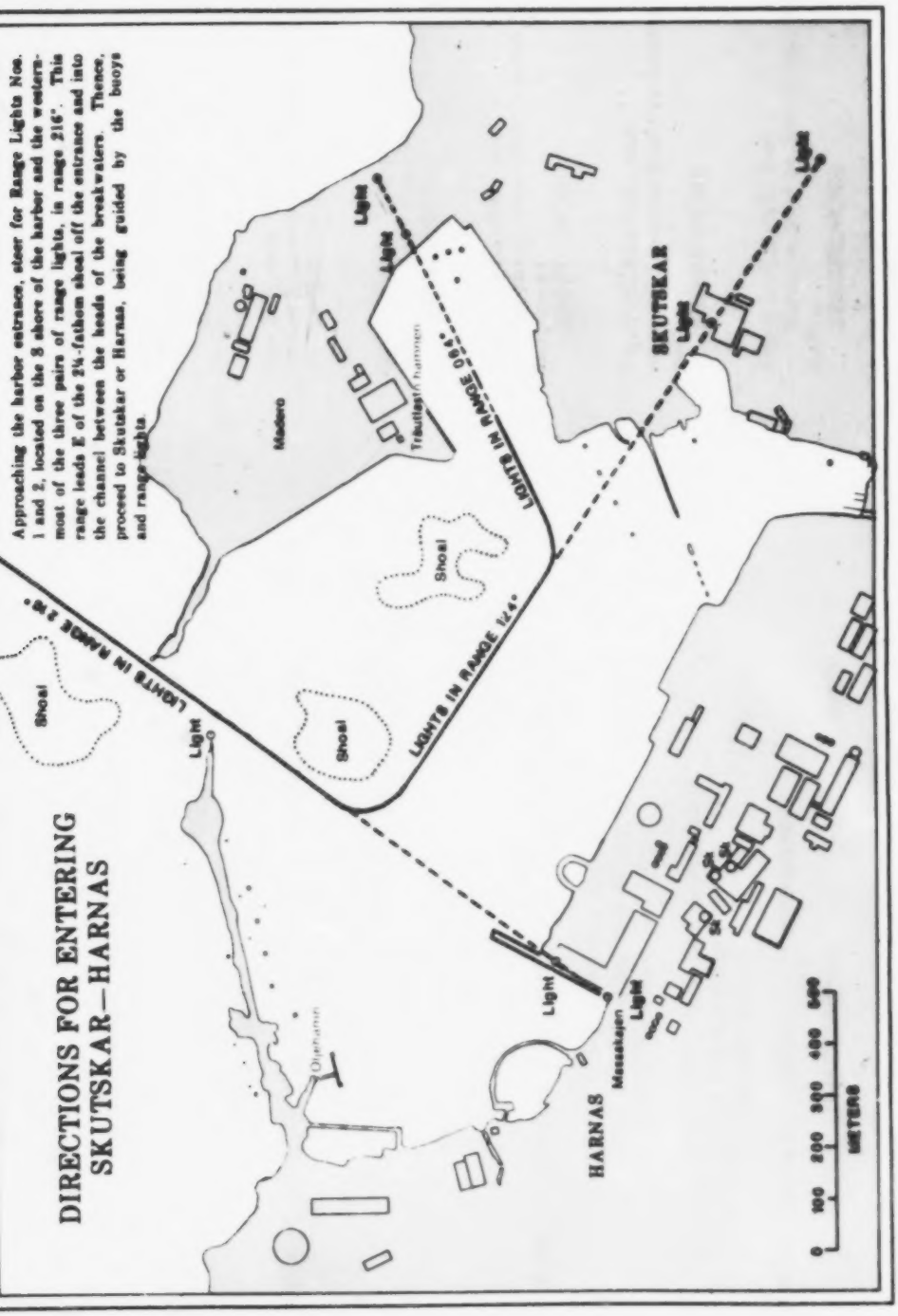
SAILING DIRECTIONS

SECTOR 8. LANDSORT TO SIMPNASKLUBB



SAILING DIRECTIONS


A
Pos. 55°18.749'N
10°54.438'E
B
Pos. 55°18.557'N
10°53.734'E
C
Pos. 55°18.582'N
10°53.829'E
Prohibited area
SPROGØ
Area for navigation lanes
B
C
A
Construction area
ØSTERØ
CONSTRUCTION AREA
AND
NAVIGATION LANES
VESTERRENDEN



SAILING DIRECTIONS

Wherever appearing, strike out (DL) to read (DS)

Page 2-2—Lines 8-12/R; read:

(DS) is defined as Distribution Limited.
(DMAHTC/HNCN) N30/85

PUB 940 SERIES

Wherever appearing, strike out NWP 7 to read NWP 10-1-10.
(DMAHTC) N5/90

PUB 940 Introduction 7 Ed 1987 NEW EDITION

(DMAHTC) N9/87

PUB 940 Introduction 7 Ed 1987 LAST NM N9/87

Page LANT-1—Line 14/L; read:
mon to all facilities, and 19 chapters covering the
(DMAHTC/MCCN) N50/87

Page LANT-1—Line 34/L; insert after:
Chapter 19—Pensacola
(DMAHTC/MCCN) N50/87

PUB 940 Introduction 7 Ed 1987 LAST NM N50/87

Page LANT-1—Line 14/L; read:
mon to all facilities, and 20 chapters covering the
(DMAHTC/MCCN) N17/88

Page LANT-1—Line 34/L; insert after:
Chapter 20-Holy Loch
(DMAHTC/MCCN) N17/88

PUB 940 Chapter 1 12 Ed 1990 NEW EDITION

(DMAHTC/MCNN) N48/90

PUB 940 Chapter 2 12 Ed 1991 NEW EDITION

(DMAHTC/MCNN) N13/91

Officer, located in Bldg. 79 (Figure 2), performs port services functions for the New London area. (See Port Services Manual Subase NLONINST 3170.1.)
(DMAHTC/MCNN) N27/91

Page 2-2—Line 19/R; read:
Ext. 4900/3279.)
(DMAHTC/MCNN) N27/91

Page 2-15—Line 14/L; read:
made to Submarine Base Port Services, and are normally
(DMAHTC/MCNN) N27/91

Page 2-16—Line 32/L; read:
mander Submarine Base New London.
(DMAHTC/MCNN) N27/91

Page 2-16—Line 39/L; read:
Submarine Base New London controls berth assignments
(DMAHTC/MCNN) N27/91

Page 2-16—Line 43/L; read:
otherwise, Submarine Base New London makes assignments.
(DMAHTC/MCNN) N27/91

Page 2-16—Line 3/R; read:
Berths assigned by Port Services Officer/Harbormaster.
(DMAHTC/MCNN) N27/91

(continued on next page)

Page 2-16—Lines 16-18/R; read:

12N	450	35
13N	450	39
17N	473	39

(DMAHTC/MCNN) N27/91

Page 2-17—Lines 34-35/R; read:
contacting the Port Services Building-79, Ext. 4900/3279. Submarine Base
(DMAHTC/MCNN) N27/91

Page 2-17—Line 38/R; insert after:
Oil Skimmer (DIP 3001)
(DMAHTC/MCNN) N27/91

Page 2-17—Line 46/R; read:
Ext. 4900/3279. In order to
(DMAHTC/MCNN) N27/91

Page 2-18—Line 10/L; read:
Drain liquids from garbage and double bag before placing in
(DMAHTC/MCNN) N27/91

Page 2-18—Line 17/L; read:
cated between Piers 2 and 4, Bldg. 20, Bldg. 478, Pier 17 and the south
(DMAHTC/MCNN) N27/91

Page 2-18—LINES 21-23/L; read:
87, 17, AND 16. Hours of access are continuous.
(DMAHTC/MCNN) N27/91

Page 2-18—Lines 25-27/L; read:
located at pier 16. Access will be available by calling Ext. 4900/3279 or 4730.
(DMAHTC/MCNN) N27/91

Page 2-18—Line 30/L; read:
6280.3 series and Port Services Manual SUBASENLON INST 3170.1 series.
(DMAHTC/MCNN) N27/91

(continued on next page)

Page 2-18—Line 33/L: read:

(DMAHTC/MCNN) N27/91

Page 2-18—Line 35/R; read:
ALFA flag on the dive boat and a CODE ALFA replica on the end of the pier. All craft observing these signals will re-
(DMAHTC/MCNN) N27/91

Page 2-19—Lines 6-15/L; read:
Yard tugs and service craft are berthed at Pier 1 and Pier 4 (See Figure 2).
(DMAHTC/MCNN) N27/91

Page 2-19—Lines 1-3/R; strike out.
(DMAHTC/MCNN) N27/91

Page 2-19—Lines 12-14/R; read:
handlers for an incoming ship, a minimum of 4 men and 1 supervisor will be assigned. When unusually strong winds or currents are present, or a large ship is being handled, at least 2 additional line-handlers will be furnished.
(DMAHTC/MCNN) N27/91

PUB 940 Chapter 3 13 Ed 1990 NEW EDITION

(DMAHTC/MCNN) N31/90

PUB 940 Chapter 4 13 Ed 1991 NEW EDITION

(DMAHTC/MCNN) N34/91

PUB 940 Chapter 5 14 Ed 1989 NEW EDITION

(DMAHTC) N31/89

COMMANDER, MILITARY SEALIFT COMMAND MIDDLE ATLANTIC (COMSCMIDLANT)

Mission

Represents MSC and executes MCS functions for the geographic area between the northern Florida state line and Piney Point, MD., including the entire Hampton Roads, VA area; coordinates or arranges for sea transportation of authorized cargo as directed and coordinates with local shipper service representatives in connection with cargo matters; exercises local control of MSC-controlled ships while in port; maintains liaison with local government and commercial activities concerned with MSC operations; provides support to MSC-controlled ships including Naval Fleet Auxiliary Force ships and scientific support vessels; arranges and supervises local emergency and voyage repairs for MSC ships, and performs other functions as directed by Commander, Military Sealift Command Atlantic.

Administration

COMSCMIDLANT is located in building Y-100A (Figure 4 and 5), NAVSTA Norfolk.
(DMAHTC/MCNN) N20/90

Page 5-5—Lines 1-20/L; strike out.
(DMAHTC/MCNN) N20/90

PUB 940 Chapter 5 14 Ed 1989 LAST NM N20/90

Page 5-85—Line 35/R; insert:
Hazardous Material Turn In To Stores (HMTITS)/ Hazardous Material Turn In to Disposal (HMTITD).

Hazardous material and hazardous waste can be turned in on Thursdays and Fridays between 0700 and 1430. One day prior notice for material inspection is required. Activities can obtain a transporting vehicle from the PWD transportation division by calling autovon 831-4049 or commercial (809) 865-2000 ext. 4049. HM/HW must be accompanied by a DD Form 1348-1.

All hazardous material must be packaged in accordance with Department of Transportation (DOT) regula-

(continued on next page)

tions.

Call autovon 831-3406 or commercial (809) 865-3406 for HMTITS. Call autovon 831-4429 or commercial (809) 865-2507 for HMTITD.

For additional information contact Naval Occupational Safety and Health Manager ((NAVOSH) at autovon 831-3010 or commercial (809) 865-3010.

(DMAHTC/MCNN) N40/90

PUB 940 Chapter 6 11 Ed 1988 NEW EDITION

(DMAHTC) N49/88

PUB 940 Chapter 7 11 Ed 1989 NEW EDITION

(DMAHTC) N35/89

PUB 940 Chapter 8 11 Ed 1990 NEW EDITION

(DMAHTC/MCNN) N8/90

PUB 940 Chapter 9 8 Ed 1990 NEW EDITION

(DMAHTC/MCNN) N8/90

PUB 940 Chapter 10 7 Ed 1989 NEW EDITION

(DMAHTC) N4/90

Page 10iii—Line 12/read:
available in the Defense Mapping Agency Hydrographic/ Topographic Center through 16
(DMAHTC) N4/90

PUB 940 Chapter 10 7 Ed 1989 LAST NM N4/90

Page 10-27—Line 27/R; read:
SUBGRU TEN is SEAC and VDS Coordinator.
(DMAHTC) N5/90

Page 10-15—Lines 2-22/L; strike out.
(DMAHTC/MCNN) N19/90

PUB 940 Chapter 11 12 Ed 1988 NEW EDITION

(DMAHTC) N31/88

PUB 940 Chapter 11 12 Ed 1988 LAST NM N31/88

Page 11-13—Lines 18-19/L; read:
140, "Sailing Directions (Planning Guide) for the North Atlantic" or Pub. 147, "Sailing Directions (Enroute) for the Caribbean Sea, Volume I." Information is contained in both Pubs.
(DMAHTC/MCCN) N29/89

PUB 940 Chapter 11 12 Ed 1988 LAST NM N29/89

Page 11-15—Line 15/L; insert after:
The Bermuda pilots monitor and use as their working channel for communications, VHF Channel 12 during all channel transits.
(DMAHTC/MCNN) N40/90

Page 11-21—Line 32/R; insert after:
VHF Channel 12 is monitored and used as the working channel for channel transits by the Bermuda pilots.
(DMAHTC/MCNN) N40/90

Page 11-23—Line 41/L; insert after:
Pilots utilize VHF Channel 12 for all communications within the harbor and during channel transits.
(DMAHTC/MCNN) N40/90

PUB 940 Chapter 11 12 Ed 1989 LAST NM N40/90

Page 11-48—Line 30/R; insert after:

Hazardous Material Turned Into Stores (HMTIS)
Hazardous Material Turned Into Disposal (HMTID)

(continued on next page)

brance of NSD, 234-5460 accepts stock numbered hazardous material under the following condition:

(1) The material is in "A" condition (i.e., it has not exceeded its shelf life and can still be used). Ships will receive credit for this material, HMTIS.

(2) The material has exceeded its shelf life and is being turned in for disposal, HMTID.

In both cases, the material must be in its original container. The container must be unopened and in good condition. If the container has been opened, damaged, rusted or is in bad condition, the material is considered hazardous waste and will not be accepted by NSD.

A DD 1348-1 must be provided with all HMTIS/HMTID. Nomenclature, shelf life, shelf life expiration date, and condition code must be included on the form.

For large quantities of hazardous material, when contacted in advance, NSD will inspect the material on the ship. They will determine the nature of the material (i.e., hazardous material or hazardous waste) and the required documentation.

NSD will also arrange for crane and truck service to transport the material. For Hazardous Waste Disposal, see Article 5-7.

(DMAHTC/MCNN) 41/90

Page 11-50—Line 6/L; read:
ext. 5777 for disposal assistance. COMFIEAC-
(DMAHTC/MCNN) 41/90

PUB 940 Chapter 12 12 Ed 1990 NEW EDITION

(DMAHTC/MCNN) N 25/90

PUB 940 Chapter 12 12 Ed 1990 LAST NM N25/90

Page 12-38—Line 7/R; read:
Areas SE 14, NE 24, SW 15, and NW 25 are
(DMAHTC/MCNN) N21/91

PUB 940 Chapter 13 11 Ed 1989 NEW EDITION

(DMAHTC) N21/89

(DMAHTC/MCNN) N18/90

PUB 940 Chapter 15 5 Ed 1989 NEW EDITION

(DMAHTC) N12/89

PUB 940 Chapter 15 5 Ed 1989 LAST NM N12/89

Page 15-6—Lines 43-44/R; read:
ice buildings, a 2000-foot wharf, and a dry dock (see Figure 9),
(DMAHTC/MCCN) N25/89

Page 15-13—Lines 29-32/L; read:
11501 (DS) and 11502.) St. Mary's Approach Lighted Whistle Buoy "STM" is located about 11 miles E of the entrance, at 30°40'49.5"N, 81°11' 47.5"W.
(DMAHTC/MCCN) N25/89

Page 15-14—Line 48/R; read:
shift to working frequency channel 73 (156.675
(DMAHTC/MCCN) N25/89

Page 15-14—Line 53/R; read:
pilots in the vicinity of Buoy "45" in Cumberland
(DMAHTC/MCCN) N25/89

Page 15-15—Lines 3-9/L; read:

King's Bay Entrance Range	in line		292°00"
St. Mary's Entrance Range	in line		267°48"
Range ALFA (A)	in line		294°00"
Range BRAVO (B)	in line		350°00"
Range CHARLIE (C)	in line	(inbound)	004°00"
	in line	(outbound)	184°00"
Range DELTA (D)	in line		351°24"
Range ECHO (E)	in line	(inbound)	152°00"
	in line	(outbound)	332°00"

(DMAHTC/MCCN) N25/89

(continued on next page)

FLEET GUIDES

Page 15-15—Line 18/L; read:
Four Navy YTB and three leased tugs are based at Kings Bay and
(DMAHTC/MCCN) N25/89

Page 15-20—Line 13/L; read:
buoy "37" except in cases of emergency or high
(DMAHTC/MCCN) N25/89

Page 15-36—Lines 40-41/L; read:
Recreation Services Complex and an Information, Tickets and Tours office
(DMAHTC/MCCN) N25/89

Page 15-36—Lines 10-17/R; strike out.
(DMAHTC/MCCN) N25/89

PUB 940 Chapter 15 5 Ed 1989 LAST NM N25/89

Page 15-31—Line 14/L; read:
COMSUBGRU TEN
(DMAHTC) N5/90

PUB 940 Chapter 16 6 Ed 1990 NEW EDITION

(DMAHTC/MCNN) N 43/90

PUB 940 Chapter 17 4 Ed 1988 NEW EDITION

(DMAHTC) N43/88

PUB 940 Chapter 17 4 Ed 1988 LAST NM N43/88

Page 17-14—Line 53/L; read:
project depths of 37 feet to the East Basin and 36
(DMAHTC/MCCN) N44/88

Page 17-14—Line 26/R; read:
1800 feet, with a project depth of 31 feet at mean
(DMAHTC/MCCN) N44/88

channel and the basin have a project depth of 39
(DMAHTC/MCCN) N44/88

PUB 940 Chapter 17 4 Ed 1988 LAST NM N44/88

Page 17-22—Line 28/R; read:
Commander Submarine Group TEN is the Sub-
(DMAHTC) N5/90

Page 17-22—Line 34/R; read:
SUBGRU TEN with NAVORD TESTU CAPE
(DMAHTC) N5/90

Page 17-22—Line 37/R; read:
SUBGRU TEN will obtain area clearance from
(DMAHTC) N5/90

PUB 940 Chapter 18 4 Ed 1990 NEW EDITION

(DMAHTC/MCNN) N4/91

PUB 940 Chapter 18 4 Ed 1990 LAST NM N4/91

Page 18-15—Figure 5/Bottom; read:
BOCA CHICA— ADMINISTRATION AREA
(DMAHTC/MCNN) N21/91

PUB 940 Chapter 19 3 Ed 1991 NEW EDITION

(DMAHTC/MCNN) N20/91

PUB 940 Chapter 20 2 Ed 1990 NEW EDITION

Page 20-9/strike out.
Replace with new page 20-9 from back of Section I.
(DMAHTC/MCNN) N1/91

PUB 941 Pacific Introduction 7 Ed 1987 NEW EDITION

(DMAHTC) N13/87

PUB 941 SERIES

Wherever appearing, strike out (DL) to read (DS) (DS) is defined as Distribution Limited.
(DMAHTC/HNCN) N30/85

PUB 941 Chapter 1 13 Ed 1991 NEW EDITION

(DMAHTC/MCNN) N29/91

PUB 941 Chapter 2 12 Ed 1988 NEW EDITION

(DMAHTC) N41/88

Page 2-17—graphic/strike out.
Replace with new graphic from back of Section I.
(DMAHTC/MCCN) N41/88

PUB 941 Chapter 2 12 Ed 1988 LAST NM N41/88

Page 2-4—Line 25/L; read:
ELEVENTH COAST GUARD DISTRICT, SAN
(DMAHTC/MCCN) N46/89

Page 2-4—Lines 29-31/L; read:
The Eleventh Coast Guard District is administered by Commander Eleventh Coast Guard District (CCGD ELEVENTH) with aid of and
(DMAHTC/MCCN) N46/89

Page 2-4—Line 35/L; read:
CCGD ELEVENTH is also designated Con-
(DMAHTC/MCNN) N46/89

(DMAHTC/MCNN) N 22/90

PUB 941 Chapter 3 11 Ed 1990 LAST NM N22/90

Although the wharves have the capacity to provide shore power to vessels, ships must supply their own shore power cables for hook-up.
(DMAHTC/MCNN) N 47/90

PUB 941 Chapter 3 11 Ed 1990 LAST NM 47/90

Page 3-17—Line 24/R; read:
Although the wharves have the capacity to provide shore power to vessels, ships must supply their own shore power cables for hook-up.
(DMAHTC/MCNN) N1/91

PUB 941 Chapter 4 12 Ed 1991 NEW EDITION

(DMAHTC/MCNN) N17/91

PUB 941 Chapter 5 13 Ed 1991 NEW EDITION

(DMAHTC/MCNN) N26/91

PUB 941 Chapter 6 11 Ed 1988 NEW EDITION

(DMAHTC) N49/88

PUB 941 Chapter 7 12 Ed 1991 NEW EDITION

(DMAHTC/MCNN) N8/91

PUB 941 Chapter 8 11 Ed 1990 NEW EDITION

(DMAHTC/MCNN) N34/90

PUB 941 Chapter 9 14 Ed 1989 NEW EDITION

(DMAHTC) N48/89

Piers and Berths

Wharf Kilo, under the cognizance of U.S. Naval

Page 9-47—Lines 21-53/L; read:
loading, offloading, handling and inspection of ammunition at wharves Hotel and Kilo.

Tenant Commands

NAVMAG, Guam is host to Explosive Ordnance Disposal Mobile Unit Five Detachment Guam (EODMU Five Det Guam), Mobile Mine Assembly Group Unit Eight (MOMAG Unit Eight), and NAVMAG Guam Marine Corps Security Force (MCSF).

Ammunition Availability and Requisitioning

Basic Stock levels of ammunition are maintained as directed by the Chief of Naval Operations for issue to the fleet and shorebased units as required. These comprise: Small arms, 20mm through 5-inch gun ammunition, bombs, pyrotechnics, chemicals, demolition material, landing force ammunition, rockets, torpedoes, Harpoon, Tomahawk and various types of missiles.

All requests for ammuniton will be in accordance with CINCPACFLTINST 8010.12 series "Pacific Fleet Conventional Ordnance Management Manual." Ships submitting message requests should forward them 15 working days in advance of desired delivery date.

Requisitioning and issue of ammunition shall be by Navy Standard Requisitioning and Issue Procedures (MILSTRIP) in accordance with NAVSUP Publication 437. Ships and other units requesting ammunition should submit requisitions directly to U.S. Naval Magazine, Guam, info CTF SEVEN THREE. If ships and other units requisition or request offload of inert material, info NSD Guam on message traffic.

(DMAHTC) N7/90

Page 9-47—Lines 13-53/R; read:
hours and the Command Duty Officer during nonworking hours, followed by proper requisitions as soon as possible.

explosives handling. Wharf Hotel, under a joint use agreement between the Department of the Navy and the Government of Guam, may be used for handling of ammunition and explosives provided the Government of Guam Commercial Port is notified 72 hours in advance and only when circumstances prohibit use of Wharf Kilo.

Mobile crane service is available upon request from Port Services through ship LOGREQ for normal supply operations and through Naval Magazine for ammunition operations. Facilities are capable of sustained break bulk handling of 300 short tons per day and up to 500 tons for short periods.

Explosive Ordnance Disposal

Explosive Ordnance Disposal personnel are available from the Naval Magazine on a 24-hour basis for services involving the disposal of dangerous ammunition and explosives.

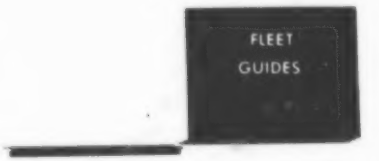
5-2 AMMUNITION HANDLING OPERATIONS

General

COMNAVMARIANAS INST 8023.5 series promulgates general regulations for handling ammunition in Apra Harbor. NAVMAGINST 8023.6 series provides detailed information of the same subject. Commanding Officers of units and key personnel engaging in ammunition handling operations will familiarize themselves with appropriate sections of these directives.

Operational Control

The Commanding Officer of Naval Magazine exercises supervisory control over all ammunition handling operations and appoints an Explosive Safety Loading Officer.



Command Responsibility

The Commanding Officer of a ship has the following duties and responsibilities:

- Obtain permission to conduct loading or off-loading explosive operations from the Port Services Officer.

- Insure that the Weapons Officer, or an assistant authorized by him, is present during all loading/off-loading operations when explosives are handled; ship's force has been instructed in applicable safety precautions; adequate supervisors for ship's force are assigned and are present during these operations; and required fire-fighting equipment is ready in all respects.

Ships berthed at Wharf Kilo or Hotel for ammunition handling operations must be moored bow to seaward, using a standard moor with one mooring line at each station. A means of cutting the mooring lines must be available at each station (fire ax or saw) in the event of an emergency. The ship must remain under its own power during ammunition handling.

Led out through the offshore bow and stern chocks will be one mooring line, or line of equivalent size and strength, each with the eye 2 feet above the water. Each line shall be secure on deck so as to permit emergency towing. These lines shall remain rigged throughout the entire operation.

A minimum of 2 fire hoses will be laid out with pressure maintained at the nozzles. "The hoses shall remain charged at all times when explosives are being handled, or in the vicinity of the ship.

The scuttling site for the Apra Harbor, Guam area is 13-35' -8"N, 144-24'8"E.

(DMAHTC) N7/90

Page 9-48—Lines 1-33/L; strike out.

(DMAHTC) N7/90

(DMAHTC/MCCN) N25/89

PUB 941 Chapter 11 12 Ed 1989 NEW EDITION

(DMAHTC) N52/89

PUB 941 Chapter 12 8 Ed 1990 NEW EDITION

(DMAHTC/MCNN) N 39/90

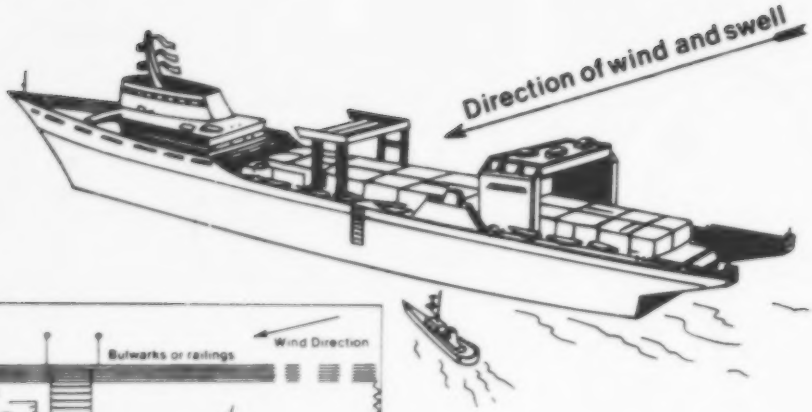
PUB 941 Chapter 12 8 Ed 1990 LAST NM N39/90

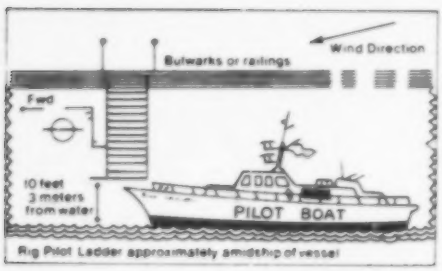
Page 12-15—Line 50/R; insert after:

Hazardous Waste

Adak currently has no means for the proper testing and disposal of hazardous waste or waste oil. Hazardous material shall not be stored in transit sheds or on piers and wharves. Such material shall be kept aboard the vessel while that vessel is moored or anchored at Adak port facilities. Further information may be obtained by contacting the NAS ADAK Environmental Officer upon arrival.

(DMAHTC/MCNN) N27/91


Direction of wind and swell


Wind Direction
Bulwarks or railings
Fwd
10 feet
3 meters
from water
PILOT BOAT
Rig Pilot Ladder approximately amidship of vessel

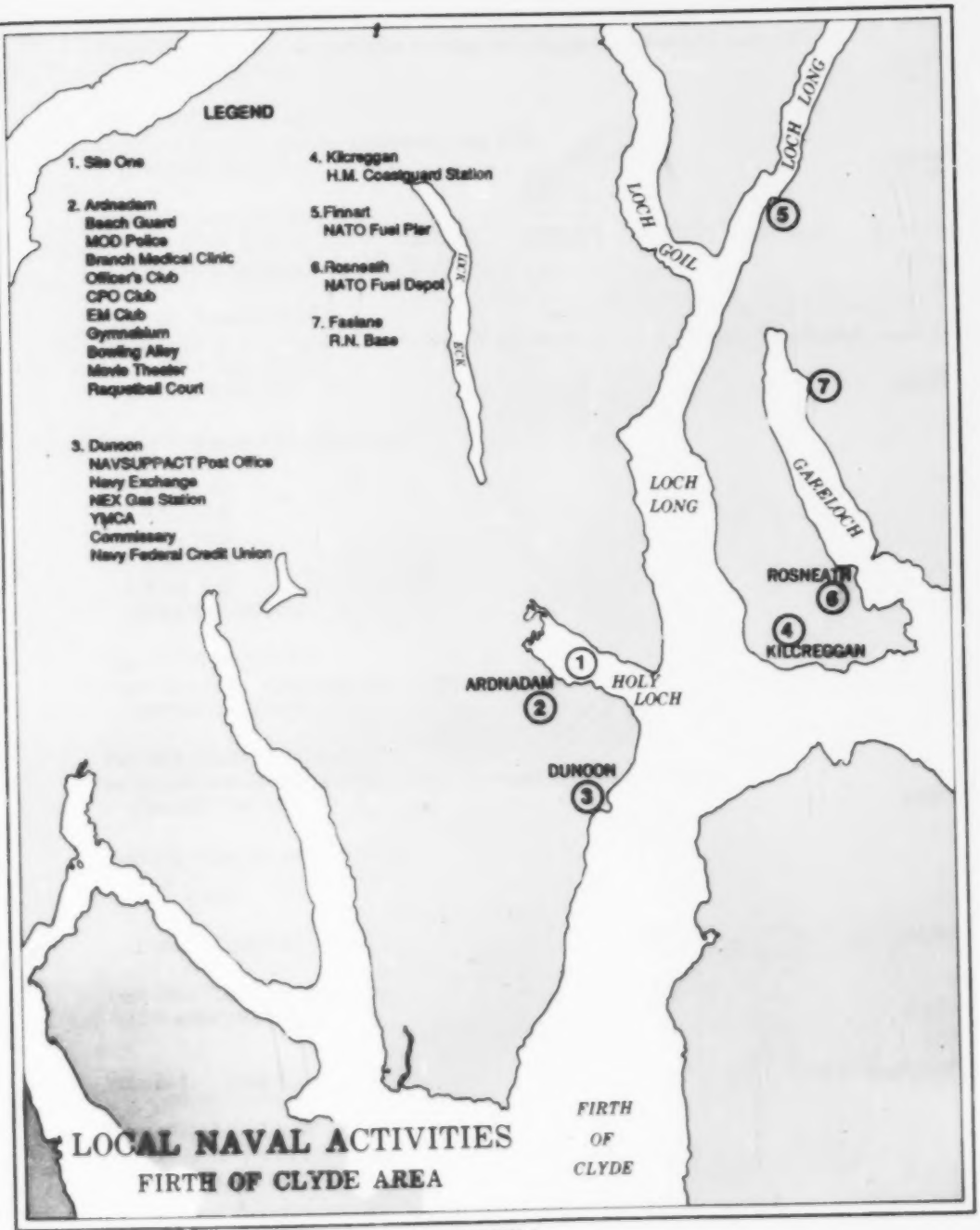

LEGEND
1. Site One
2. Ardnadam
Beach Guard
MOD Police
Branch Medical Clinic
Officer's Club
CPO Club
EM Club
Gymnasium
Bowling Alley
Movie Theater
Raquetball Court
3. Dunoon
NAVSUPPACT Post Office
Navy Exchange
NEX Gas Station
YMCA
Commissary
Navy Federal Credit Union
4. Kilcreggan
H.M. Coastguard Station
5. Finnart
NATO Fuel Pier
6. Rosneath
NATO Fuel Depot
7. Faslane
R.N. Base
LOCH LONG
LOCH GOIL
LOCH LONG
GAREL LOCH
ROSNEATH
KILCREGGAN
ARDNADAM
HOLY LOCH
DUNOON
FIRTH OF CLYDE
LOCAL NAVAL ACTIVITIES
FIRTH OF CLYDE AREA

FIGURE 1

Page 68–Line 2/read:
after its inventor (art. 109). Classified according to type this is a cylindrical projection.
(DMAHTC/MCNN) 45/87

Page 248–Line 48/read:
for coefficient C, and the deflector readings on compass headings 090° and 270°
(DMAHTC/MCNN) 45/87

Page 275–Line 47/read:
C–S Line from the entering argument (LHA 87°).
(DMAHTC/MCNN) 45/87

Page 279–Line 13/read:
Distance n. mi. (arc) 300(5°) 600(10°) 900(15°) 3600(60°) 4200(70°)
(DMAHTC/MCNN) 45/87

Page 348–Lines 6-7/read:
the distance is 14.3 + 6.4 = 20.7 miles. If the height of eye is 70 feet, the geographic range is 14.3 + 9.8 = 24.1 miles.
(DMAHTC/MCNN) 45/87

Page 348–Figure 1307a/substitute:
24.1 for 23.6
20.7 for 2.03
16.9 for 16.6
14.3 for 14.0
9.8 for 9.6
6.4 for 6.3
(DMAHTC/MCNN) 45/87

MISC CORR

Page 357–Line 22/read:
bright as a fourth magnitude star. A first magnitude star is $2.512^{20} = 100^4 =$
(DMAHTC/MCNN) 45/87

Page 831–Lines 23-25/read:
be of such severity that the crew thinks the vessel has struck bottom.
(DMAHTC/MCNN) 45/87

Page 891–Line 28/read:
$$F = \frac{9}{5} C + 32$$
(DMAHTC/MCNN) 45/87

Page 1361–Line: 8-9/strike out.
(DMAHTC/MCNN) 45/87

Page 1180–Line 3/read:
$10 \log_{10} (10^3) = 10 \times 3 = 30\text{dB}$
(DMAHTC/MCNN) 23/89

Page 1180–Line 5/read:
$10 \log_{10} (10^{-3}) = 10 \times (-3) = -30$ dB
(DMAHTC/MCNN) 23/89

PUB. 9, Volume II, 1981 Ed

Page 6—Line 12; read:

$$d = \sqrt{\left(\frac{\tan \alpha}{0.0002419}\right)^2 + \frac{H-h}{0.7349}} - \frac{\tan \alpha}{0.0002419},$$

(DMAHTC) 23/82

PUB 9 Volume II 1981 Ed LAST NM 23/82

Page 397 – Table 41/Angle 0°25'
Column 120 substitute 2.72 for 3.72
(DMAHTC/MCNN) 45/87

PUB 9 Volume II 1981 Ed LAST NM 45/87

Page 124–Line 4/R; nautical miles column, read:
60.026 vice 60.077
(DMAHTC/MCNN) 16/89

PUB 9 Volume II 1981 Ed LAST NM 16/89

Page 656–Line 8/read:
$10 \log_{10} (10^3) = 10 \times 3 = 30$ dB
(DMAHTC/MCNN) 23/89

Page 656–Line 10/read:
$10 \log_{10} (10^{-3}) = 10 \times (-3) = -30$ dB
(DMAHTC/MCNN) 23/89

MISC CORR

INTERNATIONAL CODE OF SIGNALS

PUB 102 Ed 1969, Revised 1990 REVISED EDITION

(DMAHTC/MCNN) 32/90

PUB 102 Ed. 1969, Revised 1990 LAST NM 32/90

Page 15—Line 5/L; read:
signal "K1" by any method. The call signal
(DMAHTC/MCNN) 44/90

PUB 102 Ed. 1969, Revised 1990 LAST NM 44/90

Page 162—Line 7/R; read:
Mother ship, fishing, 88
(DMAHTC/MCNN) 45/90

PUB 102 Ed. 1969, Revised 1990 LAST NM 45/90

Page 5—Lines 14-15/L; read:
(g) Morse signaling by hand flags or arms.
(DMAHTC/MCNN) 2/91

PUB. 107
(First Edition 1981)

ATLAS OF PILOT CHARTS SOUTH PACIFIC OCEAN

Substitute the following Ocean Currents note for existing Ocean Currents notes in 50°N., 155°E. on pages January thru December:

OCEAN CURRENTS

The green arrows on the chart indicate the prevailing direction, and the numerals indicate the minimum and maximum drift in miles per day.

WORLD PORT INDEX CORRECTIONS

PUB 150 12 Ed 1990 NEW EDITION
(DMAHTC) 30/90

DISTANCES BETWEEN PORTS CORRECTIONS

PUB.151 6 Ed. 1991 NEW EDITION
(DMAHTC/MCNN) 34/91

OMEGA PROPAGATION CORRECTION TABLES CORRECTIONS

PUB 224 (1'2-C)E EDITION 1984

Page II/substitute:
Page II PREFACE (Omega Propagation Corrections)
from back of Section II for page II PREFACE (Loran-C)
(DMAHTC) 17/84

PUB 224 (123-C)H EDITION 1985
Page VIII—Lines 36-37; read:
such errors to be forwarded to DIRECTOR, DEFENSE MAPPING AGENCY, ATTN: PR, 8613 LEE HIGHWAY, FAIRFAX, VA 22031-2137.
(DMAHTC/MCNA) 21/91

Page 11—Line 38/R; read:
ATTN: MC
(DMAHTC/MCNN) 22/90

Page 11—Line 42/R; read:
directly on a chart and mail it to HTC, ATTN: MC. As an
(DMAHTC/MCNN) 22/90

Page 12—Line 10/L; read:
information portion of the letter be sent to HTC, ATTN: MC, at the
(DMAHTC/MCNN) 22/90

Page 12—Line 25/L; read:
ATTN: MC
(DMAHTC/MCNN) 22/90

Page 14—Line 42/L; read:
ATTN: MC
(DMAHTC/MCNN) 22/90

Page 15—Line 3/L; read:
ATTN: MC. It is not essential that they be printed in English.
(DMAHTC/MCNN) 22/90

Page 19—Line 3/L; read:
port cities: Norfolk, VA; San Diego, CA;
(DMAHTC/MCNN) 22/90

Page 19—Line 6/L; read:
are assigned to DMA Combat Support Center, and are
(DMAHTC/MCNN) 22/90

Page 19—Line 37/L; read:
ATTN:MC
(DMAHTC/MCNN) 22/90

Page 19—Line 44/L; read:
ports of New Orleans and LA/Long Beach. They
(DMAHTC/MCNN) 22/90

Page 19—Lines 51-53/L; strike out.
(DMAHTC/MCNN) 22/90

Page 19—Lines 1-2/R; read:
New Orleans, LA 70130 World Trade Center
2 Canal St., Room 400E
Phone (504) 589-2642
(DMAHTC/MCNN) 22/90

Page 19—Line 3/R; insert after:
LA/Long Beach, CA 90731 2518B Custom House
300 S. Ferry St.
Terminal Island, CA 90731
Phone:(213) 514-6177
(DMAHTC/MCNN) 22/90

MISC CORR

PUB 1310 5 Ed 1990 NEW EDITION

Page iii — Lines 8-9/R; read:
MAPPING AGENCY, ATTN: PR, 8613 LEE HIGHWAY, FAIRFAX, VA 22031-2137.
(DMAHTC/MCNN) 43/90

PUB 1310 5 Ed 1990 LAST NM 43/90

Page 85—Line 8/L; read:
Chart 5090, illustrated in figure 316, consists primarily of
(DMAHTC/MCNN) 8/91

Page 87—Line 16/L; read:
white, is issued in only one size, 10 inches, as chart 5089.
(DMAHTC/MCNN) 8/91

Page 109—Line 48; read:
M_3, representing about 24
(DMAHTC/MCNN) 8/91

Page 120/Example 6:
Change $M_1/1000$ to read M_1 /1200.
(DMAHTC/MCNN) 8/91

MISC CORR

NAVIGATION RULES INTERNATIONAL–INLAND

COMDTINST M16672.2B (USCG) NEW EDITION 46/90

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